

APPROVED

November 3, 2010

Michigan State
Administrative Board

Lansing, Michigan

October 19, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, October 19, 2010, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm,
Chairperson
Katelyn Carey, Director of Communications, representing John D. Cherry,
Jr., Lt. Governor
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of
State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox,
Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert
J. Kleine, State Treasurer
Rick Floria, Budget Director, representing Michael P. Flanagan,
Superintendent of Public Instruction
Myron Frierson, Bureau Director, Finance & Administration, representing Kirk
T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Ron Farnum, Department of Attorney General; James Burris, Sergio Paneque, Janet Rouse, Teann Smith, Department of Technology, Management and Budget; Mike Blackledge, Mike Middaugh, Department of Transportation; Joe Fielek, Department of Treasury; John Walter, Office of the Chief Compliance Officer; Chris Dembowski, Miller Canfield

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. MacDowell moved that the minutes of the special meeting of September 30, 2010, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

1) Retirement Extension Request for the Chief Compliance Officer

Ms. MacDowell moved that the Retirement Extension Request for the Chief Compliance Officer be approved. The motion was supported by Mr. Frierson and unanimously approved.

2) Retention and Disposal Schedules:

GENERAL SCHEDULE #5, Administrative Records, 10/19/2010

DEPARTMENT OF EDUCATION, Library of Michigan, 10/19/2010

DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET,
Facilities Administration, Real Estate Division, 10/19/2010

Ms. MacDowell moved that the retention and disposal schedules be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

October 19, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Building Committee was held at 11:00 a.m.
on October 12, 2010. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Katelyn Carey, representing Approved _____
Lt. Governor Cherry

Member: Corina Pena Andorfer, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James
Burris, Sergio Panegue, Janet Rouse, TeAnn Smith, Department of
Technology, Management and Budget; Janet Hunter-Moore, Department
of Treasury; Chris Dembowski, Miller, Canfield

The Building Committee regular and Recovery Act Funds agenda were
presented.

Following discussion, Ms. Andorfer moved that the regular and
Recovery Act Funds agendas be recommended to the State Administrative
Board for approval. Supported by Ms. Carey, the motion was
unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

October 12, 2010 / October 19, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

1. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, VARIOUS SITE LOCATIONS - Various Buildings - Structural / Rooftop Fall Protection
File No. 071/03420.JNS - Index Nos. 43000

That the contract for professional services with LJB, Inc., Okemos, be increased \$66,100.00 on a lump sum fee basis plus reimbursables, to provide assistance in the development of a facility wide fall protection policy and to provide fall protection equipment inspections at all DTMB owned and managed buildings, where fall restraint and fall arrest systems have been installed

Purpose/Business Case

The purpose of this modification is to provide assistance in the development and preparation of a facility wide fall protection policy and to provide professional architectural/engineering services to complete annual fall protection equipment inspections at all DTMB owned and managed buildings, where fall restraint and fall arrest systems have been installed.

Benefit

The State will benefit by having a written, facility wide fall protection policy and by having the existing fall restraint and fall arrest systems inspected, as required under the MIOSHA and International Window Cleaning Standards.

Funding Source

100% Building Occupancy Funds

Commitment

The professional services contract modification will be paid on a lump sum fee basis plus reimbursables. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this modification will result in delays to DTMB's development of a comprehensive fall protection policy and will result in fall arrest and fall restraint systems not being inspected for compliance with MIOSHA and International Window Cleaning Fall Protection Standards.

Zip Code

Various

2. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, YPSILANTI AND MT. CLEMENS – Washtenaw Armory and Selfridge Air National Guard Bases - Michigan Maintenance Shops Repairs, Eastern Michigan
File No. 511/10104.MNB – Index No. 26000

That the contract for professional services with Partners in Architecture, Mount Clemens, be increased \$140,971.80 on an hourly basis times a multiplier of 2.65 plus reimbursables, to provide engineering and architectural services.

Purpose/Business Case

The purpose of this modification is to provide additional professional services to separate the project into four bid packages in lieu of one. Work under this modification also includes design services for a new 4,300 sq. ft. service bay at the Washtenaw Armory, modifications to the main hanger ventilation, lighting, air, and water service systems at Selfridge Building No. 1416, and a new, environmentally controlled, storage building, as well as modifications to eye wash equipment, and the perimeter parking area.

Benefit

The State will benefit by having professionally prepared plans and specifications for the competitive construction bid process and contract administration services through construction.

Funding Source

100% Federal Funds

Commitment

The professional services contract modification will be paid on an hourly/direct payroll basis times a multiplier plus reimbursable. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this modification will result in the State not obtaining documents required for the competitive bidding process.

Zip Code

48197 and 48045

MODIFICATION TO PROJECT MANAGEMENT CONTRACTS

3. DEPARTMENT OF CORRECTIONS, WHITMORE LAKE –Woodland Correctional Facility – Maxey Site Facility Transition
File No. 472/09169.EEW - Index No. 53330

That the contract for professional services with Clark Construction, Lansing, be increased \$862,806.00 on an hourly/direct payroll basis times a multiplier of 2.5 plus reimbursables, for modifications to the Heating, Ventilation, and Air Conditioning system at the Green Oaks Center, installation of a TSI-PRISM Tracking/ Man Down system at Green Oaks, installation of a new Site Sewage Lift Station, and additional professional construction management services to include increased construction and project management fees.

Purpose/Business Case

The purpose of this modification is to increase the efficiency of the HVAC system, to replace the old and unsafe site sewage lift station and to install a new student and staff Tracking and Man Down system. The cost also includes a corresponding increase in the construction and project management fees to oversee the construction.

Benefit

The State will benefit by reducing maintenance and energy costs, decreasing the potential of a lift station failure, and ensuring the W.J. Maxey Training School is in compliance with the latest Federal Department of Juvenile Justice Guidelines and Regulations for the housing of juvenile offenders.

Funding Source

91.9% SBA Funds (SFP-III)

8.1% Special Maintenance Funds (GF/GP)

Commitment

The contract cost is based on competitive bids taken by the Construction Manager. The amount of these changes is within the authorized budget.

Risk Assessment

Failure to approve this modification will result in the Department of Human Services having to continue to house the students in the Woodland Center, violating the Federal Department of Juvenile Justice Guidelines and Regulations.

REVISIONS TO CONSTRUCTION CONTRACTS

4. DEPARTMENT OF CORRECTIONS, YPSILANTI – Women’s Huron Valley
Correctional Facility – Health Care Package
File No. 472/08363.EEW - Index No. 53309
E & L Construction Group, Flint; CCO No. 5, Incr. \$168,602.22

Purpose/Business Case

The purpose of this change order is to extend the contract Substantial Completion date from January 29, 2010, to November 19, 2010. The original contract was issued based on the facility being unoccupied; however, after the contract was awarded, DOC made the decision to move the female prisoners into the facility with the work in progress. This severely limited the contractor’s access to buildings and areas where the work was to occur. Also included in this contract change order is the construction of three masonry walls, in lieu of the drywall partitions, shown on the original plans.

Benefit

The State will benefit by ensuring compliance with State Building Codes, and the American Correction Association Standards for health care in prisons that house females, as well as increasing the safety and the operational efficiency of the facility.

Funding Source

100% State Building Authority

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in the facility not meeting the State's Building and Life/Safety Code, resulting in the Bureau of Construction Codes not issuing Occupancy Permits for those areas under renovation and not meeting the American Correction Association Standards for health care in prisons that house females.

Zip Code

48197

- 5. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAND LEDGE – Grand Ledge Armory Aviation Support Facility – Parking Improvements
File No. 511/09172.AGY - Index No. 13992
MacKenzie Env. Svcs, Inc./E.T. MacKenzie Co., Grand Ledge; CCO No. 4, Incr. \$29,167.40

Purpose/Business Case

The purpose of this change order is to adjust contract unit price quantities to match actual site measured quantities, provide cold weather concrete additives, and the use of cold weather blankets to assure proper curing.

Benefit

The State will benefit by properly compensating the contractor for actual field quantities and having the concrete placed according to industry standards for cold weather work.

Funding Source

100% Federal Funds.

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in a parking lot that doesn't meet standards needed for military parking compounds.

Zip Code

48837

RECOMMENDATION FOR APPROVAL OF QUITCLAIM DEED THE CITY OF FENTON AND TOWNSHIP OF FENTON TO DISCHARGE AN INTEREST OF RECORD PURSUANT TO 1947 PA 31 §1, MCL 565.131

- 6. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, for property located in Genesee County, Michigan

Purpose/Business Case

The purpose of this recommendation is to correct the Genesee County Register of Deeds Records regarding property located in City of Fenton, County of Genesee, State of Michigan (Supervisor's Plat No. 15 Lot 11), in which records the State appears to have an interest. The DNRE, however, has no record of this property in its inventory. DNRE has concluded that the property was conveyed out by DNRE's predecessor

before 1949 but the deed was never recorded. Neither the City of Fenton nor the Township of Fenton can locate their records showing how their ownership was acquired, but both have been treating the property as jointly owned by them since at least 1967. They have requested that the State clear their title to the property.

The State Administrative Board has authority to discharge recorded claims of interest in land in favor of the State of Michigan in which the State claims no interest, and which no other State entity is authorized by law to discharge, pursuant to 1947 PA 31 § 1, MCL 565.131. Neither the DNRE nor any other State agency is authorized to issue a deed to clear title in this situation.

Benefit

The State will benefit by clearing title to property in which it has no interest. This will avoid confusion stemming from the public records as to the true parties of interest in the property.

Funding Source

N/A

Commitment

N/A

Risk Assessment

Failure to approve this conveyance will result in the perpetuation of incorrect information in the Genesee County Register of Deeds records and continued confusion to the public as to true parties of interest in the property.

Zip Code

48430

RESOLUTIONS

- 7. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, a Conveyance of Property and a Lease for the West Shore Community College Arts and Sciences Center/Remodeling and Additions

Legislative Background

Project	Public Act	Total Cost	SBA Share	College / University Share	GF/GP Share	Concurrent Resolution	Date Approved
West Shore CC Arts and Sciences Center	PA64 of 2009	\$ 6,900,000	\$ 3,499,800	\$ 3,450,000	\$ 200	SCR 46 of 2010	9/23/2010

Purpose/Business Case

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreement between the State Building Authority, State of Michigan, and West Shore Community College, the conveyance of the facility to the Authority, and the form of the lease. The State Building Authority is the State's primary

(10/8/10 - 8:15 am - FINAL)

capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with short-term commercial paper notes.

Funding Source/ Commitment Level & Zip Code

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/construction/renovation phase of the project. At completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

West Shore Community College Arts and Sciences Center/Remodeling and Additions

\$237,000 - \$309,000

Zip Code: 49454

Risk Assessment

Without approval of this resolution, the project cannot be bonded and cannot be conveyed to the SBA.

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

October 12, 2010 / October 19, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET,
DIMONDALE – State Secondary Governmental Complex, Energy Center –
Cogeneration Project, Early Equipment Procurement Package
File No. 071/10222.DCS - Index No. 02034
Recommended Responsive Proposal: Graham Construction, Inc., Saginaw;
\$8,438,030.00

Purpose/Business Case

The purpose of this contract is to pre-purchase equipment required for the proposed Cogeneration System. The equipment includes two natural gas fired turbine generator sets, two waste heat recovery boilers, two new absorption chillers, associated chilled water pumps, additional electrical switchgear, and standby diesel generator. Due to the long lead time to manufacture this equipment it is critical that it be ordered now, prior to the completion of the bid documents for the entire project, to allow completion of the project before the ARRA funds expire.

Benefit

The State will benefit by pre-purchasing critical long-lead equipment and thus maintain the schedule to have the Cogeneration System operational by September/October 2011.

Funding Source

91% ARRA
9% Building Occupancy Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in project delays and potential jeopardy of the ARRA funding.

Zip Code

48821

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

2. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET,
DIMONDALE – State Secondary Complex Various Buildings, Building
Automation System HVAC Upgrades
File No. 071/10098.JNS - Index No. 02031
Byce and Associates, Inc., Kalamazoo; CCO No. 1, Incr. \$131,994.40

Purpose/Business Case

The purpose of this modification is to provide additional Phase 600 and Phase 700 professional engineering/integration services including Tridium JACE devices, programming, point binding and graphics for the Secondary Complex General Office Building and the Secondary Complex Operations Center, and to integrate the existing building automation systems through the Niagara architecture up to the Server level. The proposed integration, in combination with BAS upgrades and energy sub-metering integration, will allow the State to make the most efficient use of building mechanical systems at these facilities.

Benefit

The State will benefit by integrating the building automation systems allowing remote monitoring, early detection of HVAC issues, improved comfort of building occupants, and more efficient use of the facility maintenance staff.

Funding Source

60% ARRA Funds

40% Building Occupancy Funds

Commitment

The professional services contract modification will be paid on an hourly/direct payroll basis times a multiplier plus reimbursable. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in continued higher maintenance costs and energy inefficient operations at these facilities.

Zip Code

48821

Ms. MacDowell presented the Building Committee Report for the regular meeting of October 12, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of October 12, 2010, be approved and adopted. The motion was supported by Mr. Frierson and unanimously approved.

APPROVED

October 19, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Finance and Claims Committee was held at 11:00 a.m. on October 12, 2010. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Corina Pena Andorfer, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Sherry Bond, James Burris, Sergio Paneque, Janet Rouse, TeAnn Smith, Department of Technology, Management and Budget; Janet Hunter-Moore, Department of Treasury; Chris Dembowski, Miller Canfield

The Finance and Claims Committee amended supplemental agenda was presented.

Following discussion, Ms. Lopez moved that the amended supplemental agenda be recommended to the State Administrative Board for approval. The motion was supported by Ms. Andorfer and unanimously adopted.

The Finance and Claims Committee regular and Recovery Act Funds agendas were presented.

Following discussion, Ms. Lopez moved that the regular and Recovery Act Funds agendas be recommended to the State Administrative Board for approval. The motion was supported by Ms. Andorfer and unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on October 19, 2010, the award to Energy Systems Group LLP in Item 2(a) of the Recovery Act Funds agenda was withdrawn by the Department of Technology, Management, and Budget.

A G E N D A

10/8/2010 4:00 Version

FINANCE AND CLAIMS COMMITTEE

October 12, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

October 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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**This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.**

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF CORRECTIONS

1)	Grand Strategy, LLC South Haven, MI	\$ 986,400.00 Total FY11-13 100% Revolving Fund <i>Correctional Industries Revolving Fund</i> Three-year contract to purchase sheeting fabric for MSI
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2. DEPARTMENT OF HUMAN SERVICES

1)	Pamela J. Allen Eaton Rapids, MI	NOT TO EXCEED \$ 41,942.00 Total FY11-13 100% Federal Fund Two-year, 11-month contract for Parent Aide Services in Bay County
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2)	Diane Peppler Resource Center Sault Ste. Marie, MI	NOT TO EXCEED \$ 74,970.00 Total FY11-13 100% Federal Fund Three-year contract for Parent Nurturing Program in Chippewa County
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3)	Marquette County Health Department Negaunee, MI	NOT TO EXCEED \$ 264,000.00 Total FY11-13 100% Federal Fund Two-year, 11-month, 12-day contract for Family Support/ Education services in Marquette County
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2. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|----|---|--|
| 4) | Lutheran Child & Family
Services of Michigan
Bay City, MI | NOT TO EXCEED
\$ 202,602.00 Total
FY11-13 100% Federal Fund
Two-year, 11-month contract for
Families Together Building
Solutions program in Clare and
Gladwin counties |
| 5) | West Midland Family Center
Shepherd, MI | NOT TO EXCEED
\$ 135,000.00 Total
FY11-13 100% Federal Fund
Two-year, 11-month, 17-day
contract for Intensive Family
Interventions in Midland County |
| 6) | Washtenaw Area Council for
Children
Ypsilanti, MI | NOT TO EXCEED
\$ 39,856.25 Total
FY11-13 100% Federal Fund
Two-year, 11-month contract or
Strong Families/Safe Children
Coordination services in
Washtenaw County |
| 7) | Northern Family Intervention
Service
Gaylord, MI | NOT TO EXCEED
\$ 149,895.00 Total
FY11-13 100% Federal Fund
Two-year, 11-month, 17-day
agreement for Intensive In-Home
Family Services in Wexford
County |
| 8) | Spectrum Health Hospitals
Helen DeVos Children's
Hospital
Grand Rapids, MI | NOT TO EXCEED
\$ 93,000.00 Total
FY11-13 100% Federal Fund
Three-year contract for Child
Abuse & Neglect Training/Medical
Findings services |
| 9) | Catholic Human Services
Alpena, MI | NOT TO EXCEED
\$ 200,693.00 Total
FY11-13 100% Federal Fund
Two-year, 11-month contract for
Wraparound Coordination services
in Presque Isle County |

3. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Michigan Newspapers, Inc. NOT TO EXCEED
Lansing, MI \$ 60,000.00 Total
FY11 100% Restricted Fund
40% Land Exchange Facilitation Fund
30% DNRE Trust Fund
15% Commercial Forest Fund
15% Forest Development Fund
One-year contract for media
placement services for public
notices
- 2) Michigan State University NOT TO EXCEED
East Lansing, MI \$ 82,891.00 Total
FY11-15 75% Federal Fund
25% Restricted Fund
Game and Fish Fund
Five-year contract for
quantitative support for inter-
jurisdictional fisheries
management on the Great Lakes

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

4. DEPARTMENT OF HUMAN SERVICES

- 1) Child & Family Services \$ 669,280.00 Amendment
Capitol Area \$ 2,461,718.00 New Total
Lansing, MI FY11-12 34% Federal Fund
66% General Fund
Additional funds to increase
bed capacity as demand for this
service has been more than
anticipated

5. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Jacques Forest, LLC \$ 0.00 Amendment
Tawas City, MI \$ 3,000,000.00 New Total
FY11 100% Restricted Fund
Forest Development Fund
To add a prequalified
contractor to the previously
approved timber sale
preparation project

SECTION III - AGENCY SUBMITTED - NEW GRANTS

6. DEPARTMENT OF AGRICULTURE

- 1) Food Bank Council of Michigan \$ 67,945.00 Total
Lansing, MI **FY11** 100% Restricted Fund
Michigan Food Bank Policy Match
Funding for creation and
distribution of the *Michigan*
Community Garden Planning and
Zoning Guide

- 2) Michigan State University \$ 900,000.00 Total
Diagnostic Center for **FY11** 80% General Fund
Population and Animal 20% Federal Fund
Health
Funding for in-state services
East Lansing, MI for animal health regulatory
programs

7. DEPARTMENT OF COMMUNITY HEALTH

- 1) Deaf Can! \$ 32,748.00 Total
Sylvan Lake, MI **FY11** 100% Restricted Fund
Newborn Screening Card
One-year agreement to provide
funding for parent guides to
work with parents of infants
and children who are newly
diagnosed with hearing loss

- 2) Lindsey Elaine Adams \$ 30,000.00 Total
Grand Rapids, MI **FY11-12** 50% Federal Fund
50% Private Funds
Two-year grant agreement to
provide funding for primary
care medical, dental or mental
health professionals willing
to work full-time in a
Michigan Health Professional
Shortage Area

8. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) City of Grand Rapids \$ 247,583.00 Total
Environmental Protection **FY11** 57% Federal Fund
Grand Rapids, MI 43% Restricted Fund
Refined Petroleum Fund
One-year contract for air
monitoring

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

9. DEPARTMENT OF COMMUNITY HEALTH

1) Planned Parenthood of Mid \$ 626,822.00 Amendment
and South Michigan \$ 7,293,480.00 New Total
Ann Arbor, MI **FY11** 33% Federal Fund
6% State Restricted Fund
Healthy Michigan Fund
61% Local Funds
Additional funds for one-year
grant agreement to provide
funding for various family
planning services and reduce the
maternal/infant deaths for low
income persons

10. DEPARTMENT OF HUMAN SERVICES

1) Various RA 10-Series \$ 7,960,244.00 Amendment
(Listing on file) \$ 9,334,793.00 New Total
FY10-12 100% Federal Fund
Funding for these Refugee
Assistance services has been
increased due to number of
refugees arriving in Michigan
is greater than anticipated

2) Various RASA 10-Series \$ 425,395.00 Amendment
(Listing on file) \$ 593,395.00 New Total
FY10-12 100% Federal Fund
Funding for these Refugee
Assistance services has been
increased due to number of
refugees arriving in Michigan
is greater than anticipated

10. DEPARTMENT OF HUMAN SERVICES continued

- 3) Bethany Christian Services \$ 69,132.00 Amendment
Transitional Living Center \$ 36,069,132.00 New Total
Grand Rapids, MI **FY10-12** 100% Federal Fund
Additional funds due to rate
increase for residential child
caring institutions in Michigan
- 4) Various LIHEAP 09-Series \$ 10,000,000.00 Amendment
(Listing on file) \$ 33,956,555.00 New Total
FY10 100% Federal Fund
Additional funds allocated for
the Local Weatherization
Operator (LWO) network to
weatherize dwellings for low-
income families

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

11. DEPARTMENT OF COMMUNITY HEALTH

- 1) Applied Biosystems \$ 44,311.34 (2 years)
Foster City, CA **FY11-12** 100% Federal Funds
071B1300026 Laboratory
Equipment-Bureau of
Laboratories

12. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Forrester Research \$ 80,655.39 (3 years)
Dallas, TX **FY11-13** 100% General Fund
071I0200180 Information
Technology Research and
Advisory Services
- Gartner, Inc. \$ 448,590.00 (3 years)
Stamford, CT **FY11-13** 100% General Fund
071I0200180 Information
Technology Research and
Advisory Services

2. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

2) The ASU Group \$ 260,000.00 (5 years)
Okemos, MI **FY11-15** 100% Revolving Fund
Risk Management Fund
071I0200192 Third Party
Administrator Services for the
Vehicle Self-Insurance Program-
State Building Authority

Various RE:START Vendors

**Short-term Staff Augmentation
for information technology for
various departments**

3) Bristol Technologies NOT TO EXCEED
(Sarah AcMoody/Joel Lenz) \$ 659,680.00 (1 year)
(Srkanth Vudayagiri) **FY11** 37.5% Restricted Fund
(David Lusch/Jessica Moy) *Dairy and Food Safety Fund*
(Charlie Bristol) *62.5% DTMB Enterprise Revolving Fund*
Grosse Pointe Park, MI 071I0200238 For temporary
professional services to assist
the Department of Technology,
Management, and Budget, Center
for Shared Solutions Technology
Partnerships, and the Michigan
Department of Agriculture, Food
and Dairy Division

4) Iknowvate Technologies NOT TO EXCEED
(Mathi Sami) \$ 136,896.00 (1 year)
Farmington Hills, MI **FY11** 100% Restricted Funds
State Trunkline Fund
071I0200245 For a Senior
Systems Analyst to assist the
Department of Transportation
with primary maintenance and
support for critical
applications, both
client/server and web-based

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

13. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Delta Dental Plan of Michigan \$182,087,758.00 Amendment
Incorporated \$415,879,365.00 New Total
Okemos, MI **FY12-14** 100% Restricted Fund
MPSER Pension Fund
Additional funds for a two-year
option to the contract for
Claims Processing and
Administration for the Retiree
Dental Care Plan

- 2) Empire Equipment & Supply, Co. \$ 500,000.00 Amendment
Detroit, MI \$ 2,061,225.28 New Total
FY10-11 90% General Funds
10% Various Funds
Varies by Agency
071B8200299 Additional funds
for Polyethylene Trash Can
Liners, Just-In-Time Delivery

- 3) Lason, Inc. \$ 2,500,000.00 Amendment
Livonia, MI \$ 13,371,390.63 New Total
FY11 66% Federal Fund
34% General Fund
071B7200101 Additional funding
for Michigan Child Support
Enforcement Services Printing
and Mailing Services for the
Department of Human Services,
Office of Child Support

- 4) Systems Technology Group, \$ 1,507,040.00 Amendment
Inc. \$ 4,989,400.00 New Total
Troy, MI **FY11-12** 100% Federal Fund
071B9200201 Additional funding
for an 11-month option to the
contract for Item Bank System
for the Department of Education

13. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Various RE:START Vendors

Amendment(s) to existing contract(s) for Short-term Staff Augmentation for Information Technology for various departments

5) Unified Business
(Christopher Barcelon)
Troy, MI

NOT TO EXCEED
\$ 151,776.00 Amendment
\$ 470,424.00 New Total
FY11 25% Federal Fund
75% General Fund
071B9200048 Additional funding for a one-year option to the contract for a Senior Programmer Analyst to assist the Department of Education with continued development support for the Assessment Data and Information System, State Aid Management payment System, and the Supplemental Education systems

6) Windy City Technologies
(Ahsok Kumar Ariyandth)
Chicago, IL

NOT TO EXCEED
\$ 89,280.00 Amendment
\$ 282,515.00 New Total
FY11 100% Federal Fund
071B9200056 Additional funding for a one-year option to the contract for a System Analyst to assist the Department of Education in providing software and process documentation needed to support and maintain MDE applications

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

14. DEPARTMENT OF COMMUNITY HEALTH

- 1) Darcy Donat \$ 7.00

The claimant (10-SAB-121) requests \$7.00 reimbursement for her cigarettes lost while under control of the Department. The Committee recommends approval for this claim.

15. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) Jason Gonzales \$259.97

The claimant (10-SAB-088) requests \$259.97 reimbursement for his eyeglasses broken when assaulted by an inmate. The Committee recommends approval of this claim.

- 2) Charles E. Perkins \$100.00

The claimant (10-SAB-139) requests \$100.00 reimbursement for damage to his vehicle while driving it for his job. The Committee recommends approval for this claim.

- 3) Samuel Sisler \$100.00

The claimant (10-SAB-110) requests \$100.00 reimbursement for damage to his vehicle when a storm drain backed up and flooded his car while parked in the employee lot. The Committee recommends approval of this claim.

- 4) Robert Smith \$250.00

The claimant (10-SAB-109) requests \$250.00 reimbursement for his insurance deductible after his car was hit with a softball by an inmate. The Committee recommends approval of this claim.

15. DEPARTMENT OF CORRECTIONS continued

Inmate Claims

- 5) Tranell Adams #505494 \$149.06

The claimant (10-SAB/DOC-428) requests \$149.06 reimbursement for his coffee, deodorant, and toothpaste lost while under control of the Department. The Committee recommends approval of this claim.

- 6) Matthew Alder #246180 \$ 72.35

The claimant (10-SAB/DOC-371) requests \$72.35 reimbursement for his fan, 2 footlockers and exhibits damaged during transfer from one facility to another. The Committee recommends approval of \$68.45 for this claim.

- 7) Lawrence Beasley #396740 \$ 18.74

The claimant (10-SAB/DOC-429) requests \$18.74 reimbursement for his store order never received. The Committee recommends approval of this claim.

- 8) Tommy Blythewood #225573 \$241.38

The claimant (10-SAB/DOC-430) requests \$241.38 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$32.53 for this claim.

- 9) Bobby Bowie #176210 \$ 87.00

The claimant (10-SAB/DOC-389) requests \$87.00 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of \$71.20 for this claim.

- 10) Gary Bowles #255547 \$ 85.00

The claimant (10-SAB/DOC-344) requests \$85.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends denial of this claim.

15. DEPARTMENT OF CORRECTIONS continued

11) Kevin Bowles #160680 \$142.50

The claimant (10-SAB/DOC-463) requests \$142.50 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$114.30 for this claim.

12) Darren Brown-Bey #179220 \$ 40.00

The claimant (10-SAB/DOC-314) requests \$40.00 reimbursement for his store goods missing while under control of the Department. The Committee recommends approval of this claim.

13) Shane Browning #248471 \$ 36.68

The claimant (10-SAB/DOC-443) requests \$36.68 reimbursement for his watch lost while under control of the Department. The Committee recommends approval of this claim.

14) Carlton Burks #251773 \$217.50

The claimant (10-SAB/DOC-458) requests \$217.50 reimbursement for his TV and tape player lost during transfer from one facility to another. The Committee recommends approval of \$216.00 for this claim.

15) Rodney Burns #354595 \$175.99

The claimant (10-SAB/DOC-388) requests \$175.99 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$17.60 for this claim.

16) Wesley Card #246664 \$ 40.67

The claimant (10-SAB/DOC-412) requests \$40.67 reimbursement for his hobby craft supplies lost during transfer from one facility to another. The Committee recommends approval of \$29.89 for this claim.

15. DEPARTMENT OF CORRECTIONS continued

17) Marvin Carrington #341581 \$345.84

The claimant (10-SAB/DOC-380) requests \$345.84 reimbursement for numerous items lost while under control of the Department. The Committee recommends approval of \$258.70 for this claim.

18) Demetrius Causey #581288 \$ 43.52

The claimant (10-SAB/DOC-410) requests \$43.52 reimbursement for his sweater and postage to return the sweater to the vendor because vendor never received it. The Committee recommends approval of \$41.00 for this claim.

19) Billal Chaaban #482127 \$790.00

The claimant (09-SAB/DOC-330) requests \$790.00 reimbursement for unspecific items and books lost while under control of the Department. The Committee recommends approval of \$200.00 for this claim.

20) Billal Chaaban #482127 \$ 16.80

The claimant (10-SAB/DOC-390) requests \$16.80 reimbursement for his book lost while under control of the Department. The Committee recommends approval of this claim.

21) Pelestine Clayborn #435543 \$ 71.70

The claimant (10-SAB/DOC-358) requests \$71.70 reimbursement for her clothing destroyed during a fire at the MSI laundry facility. The Committee recommends approval of \$15.18 for this claim.

22) Ralph Cobb #144283 \$229.37

The claimant (10-SAB/DOC-413) requests \$229.37 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of this claim.

15. DEPARTMENT OF CORRECTIONS continued

23) Randall Collette #690989 \$ 42.98

The claimant (10-SAB/DOC-381) requests \$42.98 reimbursement for his shoes ordered and never received. The Committee recommends approval of this claim.

24) Timothy Conley #256160 \$100.00

The claimant (10-SAB/DOC-368) requests \$100.00 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends denial of this claim.

25) Jose DeLeon #354388 \$109.00

The claimant (10-SAB/DOC-382) requests \$109.00 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$67.76 for this claim.

26) Joseph Gacha Jr. #354462 \$310.00

The claimant (10-SAB/DOC-377) requests \$310.00 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of this claim.

27) John Gebauer #354391 \$456.14

The claimant (10-SAB/DOC-378) requests \$456.14 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of this claim.

28) Stan Gnyp #325317 \$ 63.20

The claimant (10-SAB/DOC-453) requests \$63.20 reimbursement for his gym shoes ordered and lost before he could receive them. The Committee recommends approval of this claim.

29) David Green #248923 \$142.50

The claimant (09-SAB/DOC-089) requests \$142.50 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of this claim.

15. DEPARTMENT OF CORRECTIONS continued

30) Wesley Guillen #723016 \$ 20.62

The claimant (10-SAB/DOC-396) requests \$20.62 reimbursement for his laundry sent to MSI laundry and never returned. The Committee recommends approval of \$20.33 for this claim.

31) Charles Hargrave #300240 \$158.00

The claimant (10-SAB/DOC-241) requests \$158.00 reimbursement for 2 footlockers damaged during transfer from one facility to another. The Committee recommends approval of \$130.74 for this claim.

32) Virginia Helsel #261585 \$100.00

The claimant (10-SAB/DOC-364) requests \$100.00 reimbursement for commissary items, underwear, and socks stolen while under control of the Department. The Committee recommends denial of this claim.

33) Xavier Henry #674132 (Unspecified)

The claimant (10-SAB/DOC-403) requests an unspecified amount for reimbursement for his watch lost while under control of the Department. The Committee recommends approval of \$29.75 for this claim.

34) Gus Howze #201728 \$270.90

The claimant (10-SAB/DOC-414) requests \$270.90 reimbursement for his TV, radio, and shoes lost during transfer from one facility to another. The Committee recommends approval of \$43.27 for this claim.

35) James D. Jarrell #307426 \$157.94

The claimant (10-SAB/DOC-391) requests \$157.94 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$128.14 for this claim.

15. DEPARTMENT OF CORRECTIONS continued

36) James Jenkins #187786 \$ 6.07

The claimant (10-SAB/DOC-374) requests \$6.07 reimbursement for his padlock damaged by staff. The Committee recommends approval of this claim.

37) Kenneth Johnson #574474 \$ 15.75

The claimant (10-SAB/DOC-477) requests \$15.75 reimbursement for his headphones lost while under control of the Department. The Committee recommends approval of this claim.

38) Kyle Johnson #151659 \$151.00

The claimant (10-SAB/DOC-415) requests \$151.00 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of \$112.47 for this claim.

39) Gilberto Juarez #482132 \$311.00

The claimant (10-SAB/DOC-342) requests \$311.00 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$248.80 for this claim.

40) Oley Keahey #284193 \$ 37.00

The claimant (10-SAB/DOC-441) requests \$37.00 reimbursement for his cassette player lost while under control of the Department. The Committee recommends approval of this claim.

41) Curtis Kelly #428244 \$278.32

The claimant (10-SAB/DOC-375) requests \$278.32 reimbursement for his MP3 player and downloaded music lost while under control of the Department. The Committee recommends approval of this claim.

42) Adam Kosier #658414 \$ 34.29

The claimant (10-SAB/DOC-409) requests \$34.29 reimbursement for his hobby craft order lost while under control of the Department. The Committee recommends approval of this claim.

15. DEPARTMENT OF CORRECTIONS continued

43) Phillip Lerma #363743 \$ 16.45

The claimant (10-SAB/DOC-452) requests \$16.45 reimbursement for his book ordered and never received. The Committee recommends approval of this claim.

44) David Lindensmith #488856 \$999.99

The claimant (10-SAB/DOC-431) requests \$999.99 reimbursement for book lost while under control of the Department. The Committee recommends approval of \$114.75 for this claim.

45) Edward Lint #366111 \$160.06

The claimant (10-SAB/DOC-457) requests \$160.06 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$128.05 for this claim.

46) Michael Malott #467434 \$855.35

The claimant (10-SAB/DOC-408) requests \$855.35 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of this claim.

47) Eric May #598630 \$819.83

The claimant (10-SAB/DOC-480) requests \$819.83 reimbursement for all his personal property lost while under control of the Department. The Committee recommends approval of this claim.

48) Zachary McCowan #326478 \$ 87.90

The claimant (10-SAB/DOC-361) requests \$87.90 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$32.40 for this claim.

49) Poseia McCune #274469 \$ 5.00

The claimant (10-SAB/DOC-242) requests \$5.00 reimbursement for his eyeglasses damaged by staff during a shakedown. The Committee recommends approval of this claim.

15. DEPARTMENT OF CORRECTIONS continued

50) Keith McElveen #618180 \$156.45

The claimant (10-SAB/DOC-376) requests \$156.45 reimbursement for his TV lost during transfer from one facility to another. The Committee recommends approval of \$125.16 for this claim.

51) Robert Medley #634698 \$ 36.34

The claimant (10-SAB/DOC-464) requests \$36.34 reimbursement for his commissary order never received. The Committee recommends approval of this claim.

52) Carveail Miles #257871 \$ 92.90

The claimant (10-SAB/DOC-416) requests \$92.90 reimbursement for store goods ordered and never received. The Committee recommends approval of \$89.90 for this claim.

53) Berry B. Miller #264790 \$999.99

The claimant (10-SAB/DOC-175) requests \$999.99 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$124.80 for this claim.

54) Priscilla Moza #489068 \$160.06

The claimant (10-SAB/DOC-405) requests \$160.06 reimbursement for her TV damaged while under control of the Department. The Committee recommends approval of \$130.26 for this claim.

55) Eric D. Munson #246376 \$427.43

The claimant (10-SAB/DOC-294) requests \$427.43 reimbursement for money sent by another inmate's family that was removed from his account. The Committee recommends denial of this claim.

56) Freddie Nash #236431 \$ 22.95

The claimant (10-SAB/DOC-387) requests \$22.95 reimbursement for his Qur'an damaged while under control of the Department. The Committee recommends approval of \$15.96 for this claim.

15. DEPARTMENT OF CORRECTIONS continued

57) Gregory Palmer #397563 \$316.01

The claimant (10-SAB/DOC-370) requests \$316.01 reimbursement for his TV and headphones stolen while under control of the Department. The Committee recommends approval of \$133.12 for this claim.

58) Shayarto Perkins #184125 \$ 20.00

The claimant (10-SAB/DOC-449) requests \$20.00 reimbursement for a paper bail for his typewriter lost during transfer from one facility to another. The Committee recommends approval of this claim.

59) Fred Proctor #178602 \$365.55

The claimant (10-SAB/DOC-432) requests \$365.55 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of this claim.

69) George Reyes #354643 \$778.35

The claimant (10-SAB/DOC-401) requests \$778.35 reimbursement for all his personal property lost while under control of the Department. The Committee recommends approval of this claim.

61) Lloyd Riddle #367837 \$ 42.00

The claimant (10-SAB/DOC-360) requests \$42.00 reimbursement for his watch lost while under control of the Department. The Committee recommends approval of this claim.

62) Corey Robinson #313841 \$165.84

The claimant (10-SAB/DOC-398) requests \$165.84 reimbursement for his books lost while under control of the Department. The Committee recommends approval of \$132.07 for this claim.

63) left blank intentionally

15. DEPARTMENT OF CORRECTIONS continued

64) Carl Rumsey #228886 \$ 13.79

The claimant (10-SAB/DOC-433) requests \$13.79 reimbursement for ear buds ordered and lost while under control of the Department. The Committee recommends approval of this claim.

65) Hassan Saleh #381120 \$ 56.54

The claimant (10-SAB/DOC-359) requests \$56.54 reimbursement for his footlocker destroyed by staff. The Committee recommends approval of \$38.75 for this claim.

66) Alanzo Seals #444249 \$129.32

The claimant (10-SAB/DOC-478) requests \$129.32 reimbursement for his MP3 player not sent out in a timely manner by staff and the warranty expired. The Committee recommends approval of this claim.

67) Emanuel Sherman #211124 \$169.55

The claimant (10-SAB/DOC-384) requests \$169.55 reimbursement for his word processor lost while under control of the Department. The Committee recommends approval of \$16.96 for this claim.

68) Turron Sherrod #254758 \$203.33

The claimant (10-SAB/DOC-402) requests \$203.33 reimbursement for his footlocker, TV and typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$101.66 this claim.

69) Dyson Slater #243278 \$518.50

The claimant (10-SAB/DOC-421) requests \$518.50 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of \$348.95 for this claim.

15. DEPARTMENT OF CORRECTIONS continued

70) Aubshun Smith #312782 \$156.00

The claimant (10-SAB/DOC-459) requests \$156.00 reimbursement for his TV lost during transfer from one facility to another. The Committee recommends approval of \$156.00 for this claim.

71) Aaron Snyder #243017 \$ 63.07

The claimant (10-SAB/DOC-373) requests \$63.07 reimbursement for his tape player, headphone extension cord, watch and deodorant stolen while under control of the Department. The Committee recommends denial of this claim.

72) Ralph Stegall #412625 \$ 14.30

The claimant (10-SAB/DOC-417) requests \$14.30 reimbursement for his headphones and boxer shorts ordered and never received. The Committee recommends approval of this claim.

73) Kevin Strahan #292958 \$160.92

The claimant (10-SAB/DOC-442) requests \$160.92 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of this claim.

74) Sean Sullenger #364300 \$120.00

The claimant (10-SAB/DOC-393) requests \$120.00 reimbursement for his TV and gym shoes lost while under control of the Department. The Committee recommends approval of \$90.50 this claim.

75) Robin Tanner #686307 \$179.00

The claimant (10-SAB/DOC-440) requests \$179.00 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of this claim.

76) Lori Towle #465828 \$ 62.26

The claimant (10-SAB/DOC-445) requests \$62.26 reimbursement for clothing lost while under control of the Department. The Committee recommends approval of \$52.83 for this claim.

15. DEPARTMENT OF CORRECTIONS continued

77) Kenneth Trammell #203660 \$104.50

The claimant (10-SAB/DOC-404) requests \$104.50 reimbursement for his hobby craft items lost during transfer from one facility to another. The Committee recommends approval of this claim.

78) Dereke Turner #148089 \$228.73

The claimant (10-SAB/DOC-392) requests \$228.73 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of \$89.73 for this claim.

79) Ryan Vanator #695468 \$ 85.00

The claimant (10-SAB/DOC-379) requests \$85.00 reimbursement for his commissary and hobby craft items lost while under control of the Department. The Committee recommends approval of this claim.

80) Calvin Vinson #194753 \$ 43.00

The claimant (10-SAB/DOC-363) requests \$43.00 reimbursement for his radio and headphones damaged during transfer from one facility to another. The Committee recommends approval of \$21.50 for this claim.

81) Calvin Vinson #194753 \$999.99

The claimant (10-SAB/DOC-362) requests \$999.99 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends denial of this claim.

82) Michael Ward #128267 \$150.00

The claimant (10-SAB/DOC-435) requests \$150.00 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends denial of this claim.

15. DEPARTMENT OF CORRECTIONS continued

83) Paul Ward #292142 \$ 28.84

The claimant (10-SAB/DOC-479) requests \$28.84 reimbursement for his ear buds lost during transfer from one facility to another. The Committee recommends approval of \$28.84 for this claim.

84) Gary Watkins #583264 \$ 6.75

The claimant (10-SAB/DOC-395) requests \$6.75 reimbursement for his padlock lost during transfer from one facility to another. The Committee recommends approval of this claim.

85) Michael Weatherford #145858 \$ 38.83

The claimant (10-SAB/DOC-295) requests \$38.83 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of \$15.99 for this claim.

86) Michael Weatherford #145858 \$ 24.75

The claimant (10-SAB/DOC-418) requests \$24.75 reimbursement for his beard trimmers ordered and never received. The Committee recommends approval of \$24.76 for this claim.

87) Keith Williams #324866 \$ 54.25

The claimant (10-SAB/DOC-383) requests \$54.25 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of this claim.

88) Sebastian Williams #214991 \$ 19.80

The claimant (10-SAB/DOC-399) requests \$19.80 reimbursement for his headphones damaged during transfer from one facility to another. The Committee recommends approval of \$19.80 for this claim.

89) David Witkowski #248399 \$ 55.98

The claimant (10-SAB/DOC-419) requests \$55.98 reimbursement for his shoes lost while under control of the Department. The Committee recommends approval of this claim.

15. DEPARTMENT OF CORRECTIONS continued

90) Christopher Woodall #315666 \$144.75

The claimant (10-SAB/DOC-420) requests \$144.75 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of this claim.

16. DEPARTMENT OF HUMAN SERVICES

1) Edmund Chrzanowski \$788.88

The Claimant (10-SAB-134) requests \$788.88 reimbursement for damage to his vehicle while driving it for State business. The Committee recommends approval for this claim.

17. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) Terry Fullerton \$327.75

The claimant (10-SAB-116) requests \$327.75 reimbursement for damage to his eyeglasses as he was performing his job. The Committee recommends approval of this claim.

2) William VanAtter \$500.00

The Claimant (10-SAB-122) requests \$500.00 reimbursement for his insurance deductible after hitting a deer on Lake Shore Dr. in Ludington, MI. The Committee recommends denial for this claim.

3) Kenneth Walenga \$999.00

The Claimant (10-SAB-106) requests \$999.00 reimbursement for damage to his motor home after a tree fell on top it. The Committee recommends approval for this claim.

18. DEPARTMENT OF STATE

1) Timothy Bruce \$100.00

The Claimant (10-SAB-117) requests \$100.00 reimbursement for a security bond he was told he needed to purchase but was not necessary. The Committee recommends approval for this claim.

18. DEPARTMENT OF STATE continued

- 2) Nicholas Harris \$157.50

The Claimant (10-SAB-092) requests \$157.50 reimbursement for towing and impound charges due to Secretary of State error. The Committee recommends approval for this claim.

- 3) Sharon Lenon \$165.00

The Claimant (10-SAB-084) requests \$165.00 reimbursement for towing and impound charges due to Secretary of State error. The Committee recommends denial for this claim.

- 4) Steven Maki \$999.99

The claimant (10-SAB-112) requests \$999.99 reimbursement for cost incurred as a result of Department of State error. The Committee recommends approval of this claim.

- 5) Kristine Menard \$ 65.00

The Claimant (10-SAB-114) requests \$65.00 reimbursement for towing and impound charges. The Committee recommends denial for this claim.

- 6) Kirk Schiebold \$177.00

The claimant (10-SAB-099) requests \$177.00 reimbursement for cost incurred as a result of Department of State error. The Committee recommends approval of this claim.

- 7) left blank intentionally

19. DEPARTMENT OF STATE POLICE

- 1) Marcia Meyer \$675.00

The Claimant (10-SAB-144) requests \$675.00 reimbursement for damage to her apartment door by Michigan State Police. The Committee recommends approval for this claim.

19. DEPARTMENT OF STATE POLICE continued

- 2) April Mojeiko \$675.22

The claimant (10-SAB-087) requests \$675.22 reimbursement for damage to her vehicle when an officer was removing a tire from a crash site and the tire hit her vehicle. The Committee recommends approval of this claim.

20. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Daniel Ward \$561.91

The Claimant (10-SAB-054) requests \$561.91 reimbursement for his eyeglasses damaged while performing his job. The Committee recommends approval for this claim.

21. DEPARTMENT OF TRANSPORTATION

- 1) Teresz Dozier \$999.99

The Claimant (10-SAB-100) requests \$999.99 reimbursement for damage to her vehicle after hitting a pothole. The Committee recommends denial for this claim.

- 2) James Erwin \$300.27

The claimant (10-SAB-093) requests \$300.27 reimbursement for damage to his fence by Department of Transportation workers removing bush from the area. The Committee recommends denial of this claim.

- 3) George Harris \$311.41

The Claimant (10-SAB-102) requests \$311.41 reimbursement for damage to his vehicle after hitting a pothole. The Committee recommends denial for this claim.

- 4) Gregory Haack \$902.04

The Claimant (10-SAB-101) requests \$902.04 reimbursement for damage to his vehicle when debris fell from a bridge and hit his vehicle. The Committee recommends denial for this claim.

21. DEPARTMENT OF TRANSPORTATION continued

- 5) Winnia Newby \$538.13

The Claimant (10-SAB-103) requests \$538.13 reimbursement for damage to her vehicle when debris in the road hit her vehicle. The Committee recommends denial for this claim.

- 6) Ada Richardson \$999.23

The Claimant (10-SAB-104) requests \$999.23 reimbursement for damage to her vehicle after hitting a pothole. The Committee recommends denial for this claim.

- 7) Jerome Schihl \$999.99

The claimant (10-SAB-108) requests \$999.99 reimbursement for damage to his vehicle from tar and loose stones on I-75 from pothole maintenance. The Committee recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

22. DEPARTMENT OF ATTORNEY GENERAL

- 1) Requests approval to write-off 3,939 Uncollectible Delinquent Employer Accounts, representing a total indebtedness of \$3,756,034.36. The Agency has exhausted all remedies for collection of these accounts per one of the following: Barred by statute of limitations, discontinued Corporation-No Assets, Discharged Bankrupt Corporation, Deceased Employer-Insufficient Estate, or Discontinued Corporation-No Assets (Reimbursed Employers).

23. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) Report of two emergency purchase orders in accordance with Administrative Guide Procedure 0620.02 PO #511N0202538 for \$140,621.00 with Precision Products, Inc. for the purchase of target carriages & accessories and PO #511N0202538 for \$27,874.00 with Morrison Industrial Equipment for the purchase of a Caterpillar Diesel Forklift.

23. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS continued

- 2) Report of an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #511N0202580 for \$40,880.00 with Air Tech Equipment for the purchase of two energy recovery rooftop units.

24. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Report of DNRE's Prequalified Programs Bi-Annual Spend Report dated September 21, 2010.

25. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Report of an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #071N0200649 for \$76,500.00 with Nelson Trane for the purchase of a power supply.

26. DEPARTMENT OF TREASURY

- 1) The Michigan Education Trust Board requests approval of the following Plan D contracts: 2011 University Full and Limited Benefits Plan Contract, 2011 Community College Plan Contract, and the 2011 MET Charitable Contract. This request is made in accordance with P.A. 316 of 1986, Section 11. The MET Board of Directors approved these contracts on September 28, 2010 (Resolutions 2010-7 and 2010-8).

The Director of the Department of Technology, Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DTMB Director or designee.

A M E N D E D
S U P P L E M E N T A L
A G E N D A

10/8/2010 10:00 version

FINANCE AND CLAIMS COMMITTEE

October 12, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

October 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

1s. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- | | | |
|----|--|---|
| 1) | Lapeer Conservation District
Lapeer, MI | \$ 0.00 Amendment
\$ 99,990.00 New Total
FY10-14 100% Federal Fund
Requesting a funding source
change for the implementation
of the South Branch Flint River
Watershed Management Plan |
| 2) | City of Rochester Hills
Rochester Hills, MI | \$ 0.00 Amendment
\$ 265,000.00 New Total
FY10-14 37% Restricted Fund
<i>Clean Michigan Initiative Fund</i>
<i>Non-Point Source Fund</i>
63% Federal Fund
Requesting a funding source
change for the implementation
of the Stony/Paint Creek
Subwatershed Plan |

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

2s. DEPARTMENT OF COMMUNITY HEALTH

- 1) Health Management Associates, \$ 150,000.00 Amendment
Inc. \$ 4,150,000.00 New Total
Lansing, MI **FY11** 50% General Fund
50% Federal Fund
071B6200099 Additional funds
for a three-month extension of
the contract for Statewide
Revenue Maximization
- 2) Maximus, Inc. \$ 0.00 Amendment
Reston, VA \$ 3,000,000.00 New Total
071B6200097 Three-month
extension of the contract for
Statewide Revenue Maximization

3s. DEPARTMENTS OF COMMUNITY HEALTH AND HUMAN SERVICES

- 1) Public Consulting Group, \$ 75,000.00 Amendment
Inc. \$ 29,425,000.00 New Total
Boston, MA **FY11** 50% General Fund
50% Federal Fund
071B6200098 Additional funds
for an 11-month extension of
the contract for Revenue
Maximization

4s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Integris, Inc. \$ 6,786,775.00 Amendment
Lansing, MI \$ 27,853,797.72 New Total
FY11 Various Funding
See bid tab for list of funds
Additional funding for the
contract for the Bull Mainframe
for the Department of Community
Health

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

5s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1. Release allotments for capital outlay appropriations included in Public Act 162 of 2010 (Sec. 110) totaling \$15,500,000 (\$0 state general fund), for the Department of Military and Veterans Affairs special maintenance, remodeling and additions, and land acquisitions for the fiscal year ending September 30, 2011.
2. Release allotments for capital outlay appropriations included in Public Act 166 of 2010 (Sec. 112) totaling \$3,300,000 (\$0 state general fund), for the Department of Agriculture farmland and open space development acquisition program for the fiscal year ending September 30, 2011.
3. Release allotments for capital outlay appropriations included in Public Act 186 of 2010 (Sec. 115) totaling \$770,000 (\$0 state general fund), for the Department of Energy, Labor and Economic Growth renovations at the Kalamazoo training center for the fiscal year ending September 30, 2011.
4. Release allotments for capital outlay appropriations included in Public Act 189 of 2010 (Sec. 119) totaling \$18,978,600 (\$0 state general fund), for the Department of Natural Resources and Environment state park, forest, and waterways boating programs for the fiscal year ending September 30, 2011.
5. Release allotments for capital outlay appropriations included in Public Act 191 of 2010 (Sec. 108-9) totaling \$2,000,000 (\$0 state general fund), for the Department of Technology, Management and Budget major special maintenance, remodeling and addition for state agencies program for the fiscal year ending September 30, 2011.
6. Release allotments for capital outlay appropriations included in Public Act 192 of 2010 (Sec. 119) totaling \$136,137,500 (\$0 state general fund), for the Department of Transportation special maintenance, remodeling and additions, and airport safety and protection projects for the fiscal year ending September 30, 2011.

6s. DEPARTMENT OF TREASURY

Requests approval of a resolution entitled, "State Administrative Board Resolution Authorizing the Issuance and Sale of State of Michigan Full Faith and Credit General Obligation Notes" not to exceed \$1,100,000,000.00

The Director of the Department of Technology, Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DTMB Director or designee.

R E C O V E R Y A C T F U N D S
A G E N D A

10/19/2010 12:00 version

FINANCE AND CLAIMS COMMITTEE
October 12, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD
October 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- | | |
|--|--|
| 1) Michigan State University
East Lansing, MI | \$ 363,780.00 Total
FY11-13 100% Recovery Act Fund
Under direction of the Michigan
Bureau of Energy Systems,
Grantee will work
Collaboratively with other
partners of the Energy
Efficiency & Conservation Block
Grant Program (EECBG)
BetterBuildings to evaluate the
pilot project |
|--|--|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

2a. DEPARTMENT OF CORRECTIONS

- | | |
|---|---|
| 1) Various Vendors
(Listing on file) | NOT TO EXCEED
\$ 16,558,880.50 (Various)
FY11-21 Various Funds
See bid tab for list of funds |
|---|---|

ESG withdrawn at Ad Board - Awarding to Chevron for \$3,267,922.50

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

The Director of the Department of Technology, Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DTMB Director or designee.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of October 12, 2010. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of October 12, 2010, be approved and adopted with the award to Energy Systems Group LLC in Item 2(a) of the Recovery Act Funds agenda withdrawn by the Department of Technology, Management and Budget at the State Administrative Board meeting on October 19, 2010. The motion was supported by Mr. DeBano and unanimously approved.

APPROVED

October 19, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on October 13, 2010. Those present
being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: Katelyn Carey, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Technology, Management
and Budget; Mike Blackledge, Lori Hostetler, Mike Middaugh,
Demetrius Parker, Wayne Roe, Jr., Patrick Scarlett, Betsy
Steudle, Department of Transportation

There was no Department of Natural Resources and Environment, Mineral
and Land Management Section agenda presented.

There was no Department of Natural Resources and Environment, Water
Resources Division agenda presented.

The Department of Transportation regular agenda was presented.

The Committee received the Department of Transportation's
American Recovery & Reinvestment Act reporting through September
30, 2010.

The Committee received correspondence from Kirk T. Steudle, the
Director of the Department of Transportation, regarding an
emergency contract for \$58,475.00 with C.A. Hulley Co., Inc. for
removal of portions of the deck structure and three beams of bridge
structure S02-06041 on the US-23 Connector over M-13 in Arenac County.

Transportation and Natural Resources Committee Report

October 13, 2010

Page 2

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Item 17 of the regular agenda contingent upon approval by the Office of Commission Audit. Supported by Ms. Carey, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 13, 2010 -- Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: October 19, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Direct Sale)
Tract 1277, Control Section 39022, Parcel 93, Part A

The subject tract is located in the Township of Comstock, Kalamazoo County, Michigan, and contains approximately 0.71 acres. The tract was appraised by Joel Francis, consultant appraiser, on June 17, 2010, at \$5,700. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Unit, on September 14, 2010, at the amount of \$5,700. Household Finance Corporation III, an out-of-state corporation, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$5,700, which represents payment in full. The tract was not offered to the local municipalities because this sale is being completed in order to resolve an encroachment on state-owned property. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This sale will resolve a situation in which an encroachment exists on state-owned property. This is also a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state, as well as an unresolved encroachment situation.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by resolving an encroachment on state-owned property and generating revenue.

Funding Source: N/A.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If this property is not sold, there will continue to be an unresolved encroachment on state-owned property and the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49041.

2. HIGHWAYS (Real Estate) – Resolution “B” (Transfer to Governmental Agency for Transportation Use)
Tract 1127, Control Section 49025, Parcel 24, Part A and Parcel 25, Part A

The subject tract is located in the Township of Moran, Mackinac County, Michigan, and contains approximately 1.59 acres. The Mackinac Bridge Authority indicated that this property was needed for continued use for the I-75 right-of-way. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Program & Property Management Services Unit, Project Development Section, Real Estate Division, on September 15, 2010. The Mackinac Bridge Authority was not required to submit an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by a local unit of government, specifically the Mackinac Bridge Authority.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government, in this case, the Mackinac Bridge Authority. Property used for transportation purposes is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure by a local unit of government, the Mackinac Bridge Authority.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49781.

3. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2008-0091/A1) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will increase the contract amount by \$356,740 to match the actual amount of the Federal Aviation Administration's (FAA) reimbursable agreement for the relocation of FAA-owned navigational aids. The original contract provides for the conduct of an approach survey and the issuance of an FAA reimbursable agreement at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The contract term remains unchanged, January 16, 2008, through January 15, 2028. The revised contract amount will be \$946,740. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
FAA Funds	\$472,000	\$285,392	\$757,392
State Bond Funds	\$103,250	\$ 62,429	\$165,679
SMRAA Funds	\$ 14,750	\$ 8,919	\$ 23,669
Total	<u>\$590,000</u>	<u>\$356,740</u>	<u>\$946,740</u>

Criticality: The FAA increased the reimbursable agreement amount to cover the costs for the relocation of FAA-owned navigational aids associated with extending and shifting runway 9/27, including the remote transmittal receiver and automatic surface observation system. This amendment will increase the contract amount to match the reimbursable agreement.

Purpose/Business Case: To increase the contract amount by \$356,740 to match the FAA reimbursable agreement.

Benefit: Will provide the additional funding needed to complete the work and close the project.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% SMRAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is loss of federal funding for this work item.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49022.

4. AERONAUTICS AND FREIGHT (Aeronautics) – Development of Aeronautical Planning Documents

Contract (2010-0507) between MDOT and the Mayfield Township will provide federal and state grant funds for the development of an aeronautical survey and airport geographic information system (AGIS) at the DuPont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$380,000. Source of Funds: FAA Funds (via block grant) - \$361,000; State Bond Funds - \$9,500; Mayfield Township Funds - \$9,500.

Criticality: The FAA requires the use of survey specifications and standards for all airport layout plans (ALP), mapping, and relevant airport safety critical data. The survey data collected during this project will be used to develop an electronic ALP, in accordance with FAA standards.

Purpose/Business Case: To provide for the development of an aeronautical survey and AGIS.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Mayfield Township Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

* Denotes a non-standard contract/amendment

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48446.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements

Contract (2010-0517) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the shifting and extension of runway 9/27 (phase II) at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$4,375,000. Source of Funds: FAA Funds (via block grant) - \$4,156,250; State Restricted Aeronautics Funds - \$109,375; SMRAA Funds - \$109,375.

Criticality: The shifting and extension of the primary runway is essential to creating a safer and more efficient system.

Purpose/Business Case: To provide for the shifting and extension of runway 9/27 (phase II).

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% SMRAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were 11 bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

6. *AERONAUTICS AND FREIGHT (Aeronautics) - Airport Operation

Memorandum of Understanding (MOU) (2011-0001) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide funding to support airport operations at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through September 30, 2011. The MOU amount will be \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$35,000.

Criticality: This MOU will provide funding to supplement the airport's declining operating revenue. Continued air service is critical to the residents of Mackinac Island.

Purpose/Business Case: To provide funding to keep the Mackinac Island Airport open and operating due to a significant decline in airport operating revenue. The funding will supplement the amount the airport pays for operating expenses, such as plowing, utilities, building and grounds maintenance, supplies, and insurance.

Benefit: The only reliable access to Mackinac Island during the winter months is by air. Keeping the airport open and operating is critical to the full-time residents of Mackinac Island.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: This is a fixed cost.

Risk Assessment: If the MOU is not approved, airport operations could be threatened, as MISPC cannot afford the operating costs without state assistance.

Cost Reduction: The funding was negotiated based on operational need and reviewed by MDOT personnel for appropriateness and cost reductions.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49757.

7. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work

Authorization (09080-111626) under Master Agreement (94-1047), dated July 11, 1994, between MDOT and Huron & Eastern Railway Company, Inc. (H&E), will provide funding for the upgrade of flashing-light signals and the addition of half-roadway gates at the grade crossing of Henry Street in Bay City, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Bay City and approved on August 24, 2010. The cost of the project is estimated at \$179,498.19. Source of Funds: Federal Highway Administration (FHWA) Funds - \$107,698.91; FY 2010 State Restricted Trunkline Funds - \$71,799.28.

Criticality: In May 2010, members of a review team determined that the upgrade of flashing-light signals and the addition of half-roadway gates were needed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the upgrade of flashing-light signals and the addition of half-roadway gates at the existing grade crossing of H&E with Henry Street in Bay City, Michigan.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: FHWA Funds - \$107,698.91; FY 2010 State Restricted Trunkline Funds - \$71,799.28.

Commitment Level: The authorization cost is based on H&E's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by H&E on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of H&E and the City of Bay City.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48708.

8. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization Revision (58003-103838-1) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Co. (NS), will provide additional funding necessary to complete the project. The original authorization amount of \$222,138.64 is based on NS's estimate for the installation of half-roadway gates and flashing-light signals at the grade crossing of Labo Road in Monroe County, Michigan. NS has identified additional work that is needed to accommodate adjacent signal facilities, which will result in a revised project cost of \$273,985.18 and a proposed project authorization increase of \$51,846.54. The amended authorization amount will be \$273,985.18. Source of Funds: Federal Highway Administration (FHWA) Funds- \$164,391.10; FY 2009 State Restricted Trunkline Funds- \$109,594.08.

Criticality: In June 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.301.

Purpose/Business Case: To provide additional funding for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of NS with Labo Road in Monroe County, Michigan.

* Denotes a non-standard contract/amendment

Benefit: The revised authorization amount will reimburse the railroad for the work undertaken to enhance motorist safety, as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: FHWA Funds - \$164,391.10; FY 2009 State Restricted Trunkline Funds - \$109,594.08.

Commitment Level: The authorization amount is based on revised NS cost information. All costs will be paid on a force account basis.

Risk Assessment: If this authorization revision is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work is being performed by NS on a force account basis and MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48166.

9. *EXECUTIVE (Office of Economic Development) - SIB Loan

Contract (2010-0506) between MDOT and the Road Commission of Macomb County is a state infrastructure bank (SIB) loan to assist the county in financing transportation enhancements associated with Macomb Orchard Trail. The loan will allow the county to reconstruct the pedestrian bridge over the Clinton River and pave nine miles of unpaved trail to provide better access to all users. MDOT will loan \$495,000 at 2 percent interest to the Road Commission of Macomb County. The contract will be in effect from the date of award through December 31, 2020. Source of Funds: SIB Loan Funds - \$495,000.

Criticality: The SIB program is a federally-seeded loan program (not a grant program). Activities for which loans can be made are restricted by federal regulation as established in Section 350 of the National Highway System Designation Act of 1995. These funds cannot be expended on other state activities.

Purpose/Business Case: This contract will provide a SIB loan to the Road Commission of Macomb County to cover costs associated with the reconstruction and bridge rehabilitation for the Macomb Orchard Trail project.

Benefit: The Macomb Orchard Trail is a 23 mile bike path from Shelby Township to the City of Richmond. The proposed project consists of reconstructing the pedestrian bridge over the Clinton River and paving nine miles of unpaved trail. This project will allow the bridge to be reopened and to become compliant with Americans with Disability Act standards.

Funding Source: SIB loan Funds - \$495,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the loan is not approved, the road commission will not be able to pave nine miles of unpaved trail and replace the pedestrian bridge, making the trail inaccessible to all users.

Cost Reduction: Loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: Macomb Orchard Trail project.

Zip Code: 48005.

10. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2008-0422/A4) between MDOT and Wilbur Smith Associates, Inc., Michigan, will provide for the performance of additional design services and will increase the contract amount by \$12,282.25. The additional services will include changing the project construction staging and adding two drainage structures on the approach to Verlynda Drive within the current project limits. The original contract provides for design services to be performed for the reconstruction of M-140 from Dan Smith Road to the Watervliet Township Hall in the City of Watervliet, Berrien County (CS 11072 - JN 87321C). The contract term remains unchanged, August 20, 2008, through December 31, 2011. The revised contract amount will be \$729,491.60. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This project is currently in the design phase. Approval of this amendment will allow the project to remain on schedule, and be let for construction in 2011.

Purpose/Business Case: To provide for the performance of additional design services, including changing the project construction staging and adding two drainage structures.

Benefit: The additional design work will reduce user delays. Completing the additional design services while the project is in the design phase will minimize costs.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the additional work is not completed at this time, changes will need to be made at the time of construction and costs will be higher.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49098.

11. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2009-0052) between MDOT and URS Corporation Great Lakes will provide for the performance of control room operations at the West Michigan Traffic Management Center (TMC), which provides services for Kent, Ionia, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties in the Grand Region. The authorization will provide for the continuation of existing control room operations services at current staffing levels. MDOT maintains 23 freeway traffic cameras in this area. TMC staff use traffic videos and other data to provide the public with real-time traffic information, increasing safety and reducing congestion, and provide MDOT with ongoing traffic operations analysis. The authorization will be in effect from January 1, 2011, through September 30, 2011. The authorization amount will be \$299,705. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Responsible operation of the West Michigan TMC is critical for the safe and efficient operation of the freeway system throughout Metropolitan Grand Rapids. Area Intelligent Transportation System (ITS) assets are operated and managed by TMC operations staff. Active traffic management and incident management are critical for roadway operations and traveler safety.

Purpose/Business Case: To provide for performance of control room operations at the West Michigan TMC.

Benefit: MDOT will be able to staff and operate the TMC, which will allow the continued management of the area's ITS assets and freeway system. Improved traffic operations save time (reduced user delays), money (reduced fuel usage), and lives (fewer accidents and better emergency response times).

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, MDOT will not be able to staff and operate the TMC. The management of the area's ITS assets and freeway system could be compromised.

Cost Reduction: Costs in professional service contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49504.

12. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z12/R2) under Contract (2009-0137) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the authorization amount by \$102,776.83. The additional services are required because additional soil borings are needed to better define the soil conditions. The original authorization provides for design services to be performed for the development of contract documents for a design/build project for M-20 over Schrader Creek in Mecosta County (CS 54022 - JN 73737C). The authorization term remains unchanged, July 27, 2010, through January 25, 2015. The revised authorization amount will be \$326,977.31. The contract term is January 26, 2009, through January 25, 2015. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The work items associated with this revision are needed to better define the soil conditions in the area. The additional information will be provided to qualified bidders to help define their final bids.

Purpose/Business Case: The additional geotechnical information is required for the completion of the design work. The original scope of work included soil borings. However, additional soil investigation is needed because of poor soil conditions. The additional soil borings will be completed to better define the bearing capacity of the soil. Piezometer wells will also be installed to monitor the artesian flows that were encountered on site. The additional information will be provided in the design/build contract and will then be used by qualified bidders to deliver plans and associated materials to construct a new roadway and two new bridges. This project will provide a safer facility for motorists.

Benefit: The additional soil and artesian flow information will help the qualified bidders to determine their final bids. The final project will provide a new roadway that is free from potential flooding hazards. The new roadway will be safer and will not require a detour route since it will no longer flood. No detour route will reduce user delays and costs.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the project will be delayed. Delays in the project schedule could prevent the project from being built once construction funding becomes available. If the project is not constructed, an opportunity will be lost to address roadway flooding problems and improve the safety of the roadway.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49342.

13. HIGHWAYS – IDS Engineering Services

Authorization (Z29) under Contract (2009-0426) between MDOT and Tetra Tech of Michigan, P.C., will provide for the performance of design services for traffic signal modernization at 21 locations in the Grand Region (CS various – JN 110797C). The work items will include the development of traffic signal plans, proposal package(s), and engineering documents and related work necessary for the installation or modernization of electronic signal control devices. The authorization will be in effect from the date of award through May 5, 2012. The authorization amount will be \$181,679.35. The contract term is May 6, 2009, through May 5, 2012. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Lack of signal modernization would keep outdated equipment in the field and limit optimal traffic flow.

Purpose/Business Case: To provide for the performance of design services for traffic signal modernization at 21 locations in the Grand Region. Priorities are based on the ages of the equipment and current maintenance issues.

Benefit: Traffic in the corridors will flow more effectively and efficiently, which will reduce user delays and associated costs. A safer driving environment will be provided.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the services are not performed, user delays will continue and federal funding could be lost. The lack of signal modernization would keep outdated equipment in the field and limit optimal traffic flow.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

14. HIGHWAYS – IDS Engineering Services

Authorization (Z8) under Contract (2009-0442) between MDOT and Surveying Solutions, Inc., will provide for as-needed road design surveys and structure surveys to be performed for the resurfacing and rehabilitation of I-94 from south of 11 Mile Road to north of Masonic Boulevard in Macomb County (CS 50111 – JN 089091C). The work will include ground surveys needed to locate utilities, upgrade sidewalks to Americans with Disabilities Act standards, gather bridge under-clearance information and other bridge information, and gather information for items obscured from low-level aerial photogrammetric mapping. The authorization will be in effect from the date of award through May 19, 2012. The authorization amount will be \$167,159.05. The contract term is May 20, 2009, through May 19, 2012. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This portion of the roadway is deteriorating and needs to be upgraded to meet heavy traffic volume in the area. MDOT engineers have determined that the roadway is in need of resurfacing, rehabilitation, and reconstruction by fiscal year 2013 to extend the pavement life. The survey work is critical to the development and review of design plans to meet federal and state safety requirements.

Purpose/Business Case: To provide for as-needed road design surveys and structure surveys to be performed for the resurfacing and rehabilitation of I-94 from south of 11 Mile Road to north of Masonic Boulevard in Macomb County. The completed survey work will provide essential information on which to base design plans.

Benefit: The completed survey work will provide essential information needed to finalize base mapping and develop design plans. The resurfacing and rehabilitation of the roadway will provide continued economic benefits to the immediate area and the region by providing a better surface for the transport of goods and services.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the surveying services are not performed at this time, the start of the design engineering work will be delayed and project construction could be delayed. Project costs would increase as construction costs continue to rise.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48066.

15. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2009-0495/A3) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design services and will increase the contract amount by \$119,218.69. The additional services will include design work for the addition of a park and ride lot off of Yeager Street and Water Street, additional freeway drainage study analysis, and coordination work required to change the geometric design of the Welcome Center and Michigan State Police facilities. The original contract provides for design services to be performed for the reconstruction of I-94/I-69 between Lapeer Road and the Black River Bridge in Port Huron Township, St. Clair County (CS 77111 – JNs various). The contract term remains unchanged, September 23, 2009, through December 31, 2011. The revised contract amount will be \$3,450,969.76. Source of Funds: 88.79% Federal Highway Administration Funds and 11.21% State Restricted Trunkline Funds.

Criticality: This project is for the reconstruction of I-94/I-69 between Lapeer Road and the Black River Bridge in Port Huron Township. This is a capacity increase project for the freeway portion of the Blue Water Bridge Plaza.

Purpose/Business Case: To provide for the performance of additional design services, including design work for the addition of a park and ride lot, additional freeway drainage study analysis, and coordination work required to change the geometric design of the Welcome Center and Michigan State Police facilities.

Benefit: The amendment will allow needed changes to be made and the design work for the project to be completed. The project will improve the condition and safety of the highway and bridge and reduce the long-term maintenance costs for the area.

Funding Source: 88.79% Federal Highway Funds and 11.21% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The additional work is needed to incorporate design changes for the park and ride lot and the previously proposed geometric design of the Welcome Center and Michigan State Police facilities to avoid a costly right-of-way impact. If the amendment is not approved and the additional services are not completed, the project and the resulting safety improvements would be delayed and the right-of-way impact could be costly.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48060.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2009-0504) between MDOT and L. S. Engineering, Inc., will provide for the performance of additional full construction engineering services and will increase the authorization amount by \$15,544.56. The additional construction engineering services are needed because additional work was added to the construction project to rehabilitate portions of the concrete box culvert, the concrete barrier, and the guardrail at Toles Creek to address safety concerns. The original authorization provides for full construction engineering services to be performed for the resurfacing of M-21 from the west Ionia County line to Pinkney Road, Ionia County (CS 34061 - JN 59565A). The authorization term remains unchanged, May 6, 2010, through July 20, 2012. The revised authorization amount will be \$141,784.99. The contract term is July 21, 2009, through July 20, 2012. Source of Funds: 91.29% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 8.71% State Restricted Trunkline Funds.

Criticality: Additional full construction engineering services are required because additional work was added to the construction project to address concerns about the safety of the concrete barrier at Toles Creek. Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

Purpose/Business Case: To provide for additional full construction engineering services to be performed and to increase the authorization amount by \$15,544.56. The additional construction engineering services are needed because additional work was added to the construction project to rehabilitate portions of the concrete box culvert, the concrete barrier, and the guardrail at Toles Creek to address safety concerns.

Benefit: Will provide for construction engineering services to be performed that are required by federal law for the construction work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: 91.29% Federal Highway Administration Funds (ARRA) and 8.71% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the project could lack adequate construction oversight, including inspection and testing, which could result in substandard work. Current state and federal standards may not be met, and federal funding could be jeopardized.

Cost Reduction: Costs in professional service contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48881.

17. *HIGHWAYS – Increase Services and Amount

Amendatory Contract (2009-0693/A2) between MDOT and Emergency Road Response, Inc. (ERR), will add second year funding in the amount of \$1,946,160 to provide for an additional year of the freeway courtesy patrol services. The original contract provides for freeway courtesy patrol services to be performed for assistance to stranded motorists throughout the Southeast Michigan freeway system. The services benefit not only those assisted but other motorists as well due to lower traffic congestion and safer driving conditions. The contract term remains unchanged, September 25, 2009, through September 30, 2011. The revised maximum contract amount, including a possible incentive payment of 2 percent per month if ERR meets identified performance measure targets, will be \$3,892,320. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The freeway courtesy patrol services, which are available 24 hours a day, 7 days a week, are critical for the safe and efficient operation of the Metropolitan Detroit freeway system. Active traffic management and incident management are critical for efficient freeway operations and traveler safety. These services help MDOT to effectively manage the flow of traffic on roads in the Metropolitan Detroit area.

Purpose/Business Case: To provide for an additional year of the freeway courtesy patrol services. The services benefit not only those assisted but other motorists as well due to lower traffic congestion and safer driving conditions.

Benefit: The continuation of the freeway courtesy patrol services will help MDOT to effectively manage the flow of traffic on roads in the Metropolitan Detroit area. Active traffic management and incident management are critical for efficient freeway operations and traveler safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Costs are based on unit prices.

Risk Assessment: If this amendment is not approved, the roadside assistance services will be disrupted, and safety risks to motorists will increase. An opportunity will be lost to improve the safety and efficiency of the Metropolitan Detroit freeway system through active incident management.

Cost Reduction: Costs are based on low bid.

Selection: N/A for amendment; low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 48226.

18. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2010-0042) between MDOT and Alfred Benesch & Company will provide for the performance of additional design services and will increase the authorization amount by \$220,416.64. The additional services will include design work for an additional section, M-89 from Sherwood Avenue easterly to Florence Street, to be added to the current project limits and will include intersection layout and design, earthwork and grading design, drainage and storm sewer design, streetscape design, traffic signal design, and right-of-way plans. The original authorization provides for design services to be performed for the pavement reconstruction of M-89 from west of US-131 to Hicks Street in the City of Plainwell, in Allegan County (CS 03023 & 03024 – JN 90028C). The authorization term remains unchanged, February 17, 2010, through November 24, 2012. The revised authorization amount will be \$720,448.15. The contract term is November 25, 2009, through November 24, 2012. Source of Funds: 81.85% Federal Highway Administration Funds, and 18.15% State Restricted Trunkline Funds.

Criticality: Approval of this revision is critical as the roadway is deteriorating. This section of M-89 has narrow lanes, congestion, and aging pavement, and this work is needed to provide for safer commercial and public travel.

Purpose/Business Case: To provide for the performance of additional design services to add an additional section, M-89 from Sherwood Avenue easterly to Florence Street, to the current project limits.

Benefit: The project will improve drainage, enhance public safety, provide a safer and more efficient roadway, and extend the service life of the roadway.

Funding Source: 81.85% Federal Highway Administration Funds, and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, MDOT may not be able to utilize the most efficient and safe design possible, and the public may not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals could be jeopardized.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49080.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2010-0202) between MDOT and URS Corporation Great Lakes will provide for the performance of in-depth bridge inspections for structures throughout the Grand Region, in accordance with Section 3 of the Bridge Inspection Reference Manual (BIRM) (CS 84913 - JN 108197). The work items will include site inspections and report preparation. The authorization will be in effect from the date of award through June 3, 2013. The authorization amount will be \$153,943.89. The contract term is June 4, 2010, through June 3, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The in-depth bridge inspections are necessary to determine the conditions of the structures.

Purpose/Business Case: To provide for the performance of in-depth bridge inspections for structures in the Grand Region, in accordance with Section 3 of the BIRM. The services will include close-up inspection of one or more structural members above or below the water level to identify any deficiencies not readily detectable using routine inspection procedures. The report will detail the inspection findings and identify the costs associated with any needed repairs.

Benefit: The in-depth bridge inspections will help MDOT to determine the conditions of structures that have not been fully entered in several years. The project will help the Region to identify and prioritize needed bridge rehabilitation and replacement work.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, deficiencies in the structures may not be detected at this time and needed rehabilitations or replacements could be delayed. The Region would lack the information needed to prioritize rehabilitation and replacement work.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49504.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for northbound and southbound bridge removal and replacement on M-3 over the Clinton River in the City of Mount Clemens and in Clinton Township, Macomb County. The work items will include project administration, inspection, staking, quality assurance testing and reporting, measurement, computation, documentation of quantities, record-keeping, and finalizing all project documentation. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$674,995.78. The contract term is May 5, 2010, through

May 4, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Full construction engineering services, including adequate project oversight and inspection and testing, are critical to the successful completion of this project.

Purpose/Business Case: To provide for full construction engineering services to be performed for the northbound and southbound bridge removal and replacement on M-3 over the Clinton River in the City of Mount Clemens and in Clinton Township, Macomb County.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate project oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48043.

21. HIGHWAYS – Time Extension

Amendatory Contract (2010-0277/A1) between MDOT and Wilcox Professional Services, LLC, will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The original contract provides for design services to be performed for the replacement, rehabilitation, and/or repair of 11 structures along I-75 in the Bay Region, Bay County (CS 09035 – JNs 108681D and 108781D). The additional time is needed because the project work started later than anticipated. The revised contract term will be June 1, 2010, through December 31, 2011. The contract amount remains unchanged at \$1,364,159.28. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: If the contract is not extended, the design services cannot be completed and the bridges will continue to deteriorate.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the design services for the replacement, rehabilitation, and/or repair of 11 structures along I-75 in the Bay Region.

Benefit: The project will ensure that the bridges are safe for vehicular travel.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved and the design services are not completed, the bridges will continue to deteriorate, an opportunity to improve the safety of the bridges will be lost, and federal funds could be lost.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48650.

22. *HIGHWAYS – ITS System Manager Services

Contract (2010-0318) between MDOT and HNTB Michigan, Inc., will provide for system manager services to be performed for the I-94 Intelligent Transportation System (ITS) expansion project in Washtenaw and Wayne Counties and for other ITS projects in the Metro Region. The work will include coordination and scheduling between MDOT and consultants; post-design services and manufacturer's acceptance testing; field integration oversight; and documentation of system requirements, configuration, integration, and acceptance. The contract will be in effect from the date of award through December 31, 2012. The contract amount will be \$1,700,302.48. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The ITS system manager will have the expertise required to perform shop drawing reviews, answer questions, and perform system testing on MDOT's ITS network. The consultant will ensure that the equipment meets required specifications and performance expectations.

Purpose/Business Case: To provide for ITS system manager services to be performed for the I-94 ITS expansion project in Washtenaw and Wayne Counties and for other ITS projects in the Metro Region, including coordination services; post-design services; manufacturer's acceptance testing; field integration oversight; and documentation of system requirements, configuration, integration, and acceptance.

Benefit: The ITS system manager will ensure that the ITS system equipment meets specifications and performance expectations and that the new equipment works with devices currently operating as part of the ITS.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however the number of hours to perform this work has been estimated.

Risk Assessment: If the contract is not approved and the services are not provided, MDOT cannot be assured that the ITS equipment meets required specifications and performance expectations or that the new equipment works with devices currently operating as part of the ITS.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

23. HIGHWAYS - IDS Engineering Consultant Services

Authorization (Z2) under Contract (2010-0324) between MDOT and Bergmann Associates, Inc., will provide for the development of preliminary and final roadway scoping plans for the rehabilitation of roadways in Macomb County, Metro Region (CS 50111 – JN 108134). The work items will include crash analysis, computation and verification of quantities, preparation of design hour estimates, and preparation of required documents. The authorization will be in effect from the date of award through June 30, 2013. The authorization amount will be \$169,864.15. The contract term is July 1, 2010, through June 30, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the scoping of roadways to identify needed repairs and associated costs of candidate projects before they are considered for inclusion in the Metro Region rehabilitation and reconstruction program.

Purpose/Business Case: To provide for the preparation of scoping documents for roadway projects being considered for inclusion in the 2016 rehabilitation and reconstruction program. The documents will identify needed repairs and any design issues and will provide cost estimates.

Benefit: Will provide a clear understanding of the needed work and associated costs to repair the pavements to ensure continued in-service safety and proper management of the Metro Region pavement program.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the services are not performed, the Metro Region will lack a clear understanding of the conditions of the roadways, needed repairs, and associated costs and will be unable to make informed decisions to ensure continued in-service safety and proper management of the Metro Region pavement program.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48080, 48066, and 48021.

24. *HIGHWAYS – Intelligent Transportation System Services

Contract (2010-0341) between MDOT and URS Corporation Great Lakes will provide for operations support services to be performed for the MDOT Statewide Transportation Operations Center (STOC) in the Van Wagoner Building in Lansing, Michigan. The consultant will provide an operations supervisor responsible for the general organization of control room activities and staffing levels and control room operators responsible for monitoring traffic, detecting incidents, sending messages to dynamic message signs, communicating traffic and traveler information to public safety agencies and MDOT staff, and monitoring/reporting weather information as it affects roadway operations. The contract will be in effect from the date of award through September 30, 2012. The contract amount will be \$1,292,403.54. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This contract will provide the necessary staff to run the daily operations of the STOC. MDOT does not have the internal resources to provide these services.

Purpose/Business Case: The STOC is located in the Van Wagoner Building and will be staffed 24 hours per day, seven days per week. The consultant will operate and manage Intelligent Transportation System (ITS) devices located in multiple regions throughout Michigan to improve traffic flow and more efficiently manage unplanned incidents, weekend traffic, special event traffic, and traffic in work zones. Information will also be provided to motorists online via the MiDrive website.

Benefit: Operations staff at the STOC will disseminate real-time traveler information to motorists in order to reduce traffic congestion and the number of secondary collisions and to improve roadway safety.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, MDOT will not have the personnel required to operate the STOC, which could result in the elimination of STOC operations.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

25. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2010-0353) between MDOT and Rowe Professional Services Company will provide for the development of design plans for 21.161 miles of freeway sign upgrading along I-94 from the Jackson/Calhoun county line to Sargent Road in Jackson County (CSs 38101, 38102, and 38103 – JN 109742C). The work items will include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through August 3, 2013. The authorization amount will be \$160,717.72. The contract term is August 4, 2010, through August 3, 2013. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of roadway. Some of the existing signs have already lost their retroreflectivity.

Purpose/Business Case: To provide for the performance of design plans for 21.161 miles of freeway sign upgrading along I-94 from the Jackson/Calhoun county line to Sargent Road in Jackson County. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing.

Benefit: Will improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Increased public safety risks and loss of safety assets.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49269.

26. HIGHWAYS – IDS Engineering Services

Authorization (Z2) under Contract (2010-0353) between MDOT and Rowe Professional Services Company will provide for full construction engineering services to be performed for the reconstruction of the I-94 business loop from Gratiot Avenue to Ravenswood Road in the City of Marysville, St. Clair County (CS 77032 – JN 104088A). The work items will include project administration, inspection, staking, quality control testing and reporting, measurement, computation, and documentation of quantities, reporting and record-keeping, and assisting in the close-out of project documentation. The authorization will be in effect from the date of award through August 3, 2013. The authorization amount will be \$462,967.30. The contract term is August 4, 2010, through August 3, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Full construction engineering services are critical to the successful completion of MDOT projects. The consultant will ensure that the construction project meets all federal and state requirements.

Purpose/Business Case: To provide for full construction engineering services to be performed for 0.7 miles of full concrete roadway reconstruction, drainage improvements, signing, and pavement marking work for the I-94 business loop from Gratiot Avenue to Ravenswood Road in the City of Marysville, St. Clair County. Construction engineering services are required during construction by federal law.

Benefit: Will provide for construction engineering services to be performed that are required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may lack adequate construction oversight, including inspection and testing, which could result in substandard work. Failure to provide these services could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

27. *HIGHWAYS - Design Services

Contract (2010-0397) between MDOT and Bergmann Associates, Inc., will provide for design services to be performed for the construction of M-231, a new roadway that will serve as a bypass to US-31 around Grand Haven, from the Grand River (south of Cypress Street) north to I-96, including the I-96/M-104 and I-96/112th Avenue interchanges, in Crockery Township, Ottawa County (CS 70114 - JN 88889C and 103242D). The services will include surveying, geotechnical, and hydraulic work. The contract will be in effect from the date of award through April 2, 2012. The contract amount will be \$2,000,535.38. Source of Funds: 81.66% Federal Highway Administration Funds and 18.34% State Restricted Trunkline Funds.

Criticality: The US-31/M-231 projects will relieve congestion and increase safety. This project will include an additional crossing of the Grand River and a new bridge over Leonard Street in Ottawa County.

Purpose/Business Case: To provide for the performance of design services for a new two-lane roadway (M-231) that will serve as a bypass to US-31 around Grand Haven and will include an additional crossing of the Grand River and a new bridge over Leonard Street in Crockery Township, Ottawa County.

Benefit: This project will help to reduce congestion, decrease user delays, and increase the safety of the route.

Funding Source: 81.66% Federal Highway Administration Funds and 18.34% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, an opportunity will be lost to relieve congestion, reduce user delays, and increase safety, and federal funds could be lost.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49448.

28. *HIGHWAYS – Design Services

Contract (2010-0485) between MDOT and T. Y. Lin International Great Lakes, Inc., will provide for design services to be performed for the replacement of bearings on the Zilwaukee Bridge, on I-75 over the Saginaw River, M-13, and Grand Trunk Western Railroad (GTW) in the City of Zilwaukee and in Buena Vista and Zilwaukee Townships, Saginaw County (CS 73112 – JN 105176D). The work will include the design for the replacement of the pot bearings at the expansion joints and on the piers for the northbound, southbound, and ramp structures; plans for deck overlays on each structure and for a partial railing replacement; and maintaining traffic plans. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$1,504,660.57. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The bearings on the Zilwaukee Bridge are reaching the limits of their design lives. This contract will provide for the design services required to replace the bearings.

Purpose/Business Case: To provide for design services to be performed for the replacement of bearings on the Zilwaukee Bridge.

Benefit: Will help to maintain the bridge in good working condition.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to replace the bearings could lead to structural damage to the bridge.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48604.

29. HIGHWAYS - IDS Engineering Services

Contract (2010-0516) between MDOT and Wightman & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

30. HIGHWAYS - IDS Engineering Services
Contract (2010-0518) between MDOT and Malcolm Pirnie of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
31. HIGHWAYS - IDS Engineering Services
Contract (2010-0519) between MDOT and AECOM of Michigan, P.C., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
32. HIGHWAYS - IDS Engineering Services
Contract (2010-0520) between MDOT and Capital Consultants, Inc., dba c2ae, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
33. HIGHWAYS - IDS Engineering Services
Contract (2010-0521) between MDOT and Coleman Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
34. HIGHWAYS - IDS Engineering Services
Contract (2010-0522) between MDOT and Janssen & Spaans Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

35. HIGHWAYS - IDS Engineering Services
 Contract (2010-0523) between MDOT and Mixon Hill of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
36. HIGHWAYS - IDS Engineering Services
 Contract (2010-0524) between MDOT and Modjeski and Masters, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
37. HIGHWAYS - IDS Engineering Services
 Contract (2010-0525) between MDOT and HH Engineering, Ltd., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
38. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2010-5268) between MDOT and the City of Sault Sainte Marie will provide for funding participation in the following improvements:

Construction of storm sewer facilities along portions of the Highway I-75 business spur (Portage Avenue) from Ashmun Street easterly to west of structure B03 of 17032, which carries the Highway I-75 business spur over the Power Canal, and along Johnston Street from Portage Avenue to the outlet into St. Mary's River near the mooring location of the SS Valley Camp, including pavement reconstruction.

Estimated Funds:

State Restricted Trunkline Funds	\$ 705,500
City of Sault Sainte Marie Funds	\$ 956,100
Total Funds	<u>\$1,661,600</u>

MDA 84900 (17032) – 108302; Chippewa County
 Local Letting

Criticality: The City of Sault Sainte Marie is required to separate its storm and sanitary sewer systems. A portion of this work involves drainage from MDOT roadways. This work must be done in conjunction with the citywide sewer separation project. Portions of the Highway I-75 business spur will also be reconstructed as a part of this project. Delaying this work would delay the completion of the citywide sewer separation project.

Purpose/Business Case: Construction of a combined sewer separation system and reconstruction work on the Highway I-75 business spur.

Benefit: Will provide for the drainage of storm water from portions of the Highway I-75 business spur.

Funding Source: State Trunkline and Bridge Construction Funds and City of Sault Sainte Marie Funds.

Commitment Level: 42.46% state, 57.54% City of Sault Sainte Marie; based on proportion of flow.

Risk Assessment: Without this project, contaminated water could flow into the Saint Mary's River during intense periods of rainfall.

Cost Reduction: Low bid by the City of Sault Sainte Marie.

Selection: Low bid.

New Project Identification: Construction of new storm sewer system.

Zip Code: 49783.

39. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5438) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Aggregate surface course work along Swede Road from approximately 3.75 miles east of Highway M-129 easterly 0.5 miles, including clearing, ditching, subbase, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$74,893
Mackinac County Road Commission Funds	\$18,723
Total Funds	<u>\$93,616</u>

STL 49092 - 89951

Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the roadway structure.

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Improved and extended life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

Commitment Level: 80% federal, 20% Mackinac County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49719.

40. HIGHWAYS - Participation for Local Agency Contract
 Contract (2010-5659) between MDOT and the Road Commission for Oakland County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and "Fast-Trac" traffic system management work.

Estimated Funds:

Federal Highway Administration Funds	\$1,680,000
Road Commission for Oakland County Funds	<u>\$ 420,000</u>
Total Funds	<u>\$2,100,000</u>

CM 63400 - 108252

No Letting

Criticality: The funding is being used in conjunction with this project to improve air quality by minimizing traffic congestion and delay. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of a system whose intent is to maximize efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Oakland County Funds.

Commitment Level: \$1,680,000 not to exceed 80% federal and the balance by the Road Commission for Oakland County.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 48025.

41. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5666) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds):

Single course chip seal work along Carpenter Road from Arkona Road to Judd Road.

Estimated Funds:

State Restricted TED Funds	\$50,230
Washtenaw County Road Commission Funds	<u>\$12,558</u>
Total Funds	<u>\$62,788</u>

EDD 81555 - 111306

Local Force Account

* Denotes a non-standard contract/amendment

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds and Washtenaw County Road Commission Funds.

Commitment Level: 80% state; 20% Washtenaw County Road Commission.

Risk Assessment: Without this contract, development opportunities could be lost.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 48160.

42. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2010-5671) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Traffic signal optimization implementation and timing installation work at up to 70 locations along various federal-aid routes located within the city limits.

Estimated Funds:

Federal Highway Administration Funds	\$19,327
City of Grand Rapids Funds	\$10,385
Total Funds	<u>\$29,712</u>

CM 41400 – 109999; Kent County
Local Force Account

Criticality: This project will improve air quality by improving vehicular movement and minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants. Delaying the project could also result in forfeiture of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To optimize traffic signal timing.

Benefit: Improved intersection operation.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and City of Grand Rapids Funds.

Commitment Level: \$19,327 not to exceed 80% federal and the balance by the City of Grand Rapids.

Risk Assessment: Without this contract, the City cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing traffic signal system.

Zip Code: 49503.

43. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2010-5679) between MDOT and the Grand Traverse County Road Commission will provide for participation in the following improvements:

Permanent signing work at the following locations:

Cass Road from Keystone Road to Hartman Road
Five Mile Road from Hammond Road to approximately 1.95 miles north of the East Bay Township Line
Supply Road from the East Bay Township line to Hobbs Highway

Estimated Funds:

Federal Highway Administration Funds	\$ 8,669
Grand Traverse County Road Commission Funds	<u>\$ 2,167</u>
Total Funds	<u>\$10,836</u>

STH 28609 - 108608
Local Force Account

Criticality: This work is intended to improve visibility along the roadways and improve safety.

Benefit: Improved safety.

Funding Source: Federal Surface Transportation Program Funds and Grand Traverse County Road Commission Funds.

Commitment Level: 80% federal, 20% Grand Traverse County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49686.

44. HIGHWAYS (Maintenance) - State Trunkline Maintenance
Contract (2010-0510) between MDOT and the City of Dearborn Heights will provide for the maintenance of trunkline highways in the City of Dearborn Heights for a four-year period. The contract will be in effect from October 19, 2010, through September 30, 2014.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. These maintenance contracts are not competitively bid but are negotiated with the local units of government. MDOT has found that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c).

This contract is on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the trunklines will not be properly maintained. This contract provides for the construction, improvement, and maintenance of state trunkline highways. This contract is critical to keeping the roadways safe for travelers.

Purpose/Business Case: To provide for the construction, improvement, and maintenance of state trunkline highways in the City of Dearborn Heights.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A four-year contract.

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance could result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent the use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This is a new four-year maintenance contract.

Zip Code: 48125.

45. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2010-0511) between MDOT and the City of Inkster will provide for the maintenance of trunkline highways in the City of Inkster for a four-year period. The contract will be in effect from October 19, 2010, through September 30, 2014.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. These maintenance contracts are not competitively bid but are negotiated with the local units of government. MDOT has found that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c).

This contract is on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the trunklines will not be properly maintained. This contract provides for the construction, improvement, and maintenance of state trunkline highways. This contract is critical to keeping the roadways safe for travelers.

Purpose/Business Case: To provide for the construction, improvement, and maintenance of state trunkline highways in the City of Inkster.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A four-year contract.

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance could result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent the use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This is a new four-year maintenance contract.

Zip Code: 48141.

46. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z13/R2) under Master Agreement (2002-0011) between MDOT and the Barry County Board of Commissioners will extend the authorization term by six months to provide sufficient time for the County to complete the purchase of computerized dispatch equipment and software. The additional time is needed because the project is funded through three separate grants, and purchases were delayed until all funding was in place to allow an efficient, cost-effective procurement. The original authorization provides toll credits as the state match for the County's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 30, 2007, through September 29, 2011. The authorization amount remains unchanged at \$28,554. The toll credit amount remains unchanged at \$5,711. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$28,554.

Criticality: Approval of this revision will allow the Barry County Board of Commissioners to complete the dispatch equipment and software project to improve efficiency and increase safety.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for the County to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$28,554.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49058.

47. PASSENGER TRANSPORTATION – Section 3037/JARC Program

Project Authorization Revision (Z19/R5) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will renew the authorization and extend the authorization term by 17 months to allow DDOT to continue operation of the Job Access and Reverse Commute (JARC) services in the City of Detroit. DDOT's Americans with Disabilities Act (ADA) provider discontinued service with little notification. As a result, DDOT suspended the JARC services to prevent a service stoppage for its federally-mandated ADA program. DDOT now needs approval by the Federal Transit Administration (FTA) to re-implement the JARC program. The extension is being requested as it is not expected that approval will be received by the expiration date of the authorization. The original authorization provides state matching funds for DDOT's FY 2004 Federal Section 3037 JARC program grant. The revised authorization term will be from September 7, 2004, through September 6, 2009, from November 16, 2009, through September 6, 2010, and from the date of award of this revision through March 6, 2012. No costs will be incurred between September 6, 2009, and November 16, 2009, or between September 6, 2010, and the date of award of this revision. The authorization amount remains unchanged at \$3,232,479. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$1,586,016; FY 2005 and FY 2009 State Restricted Comprehensive Transportation Funds - \$1,460,966; DDOT Funds - \$185,497.

Criticality: Approval of this revision will allow continuation of transportation to work services for low income individuals in the City of Detroit.

Purpose/Business Case: To renew the authorization and extend the authorization term by 17 months to allow DDOT to continue the job access and reverse commute services in the City of Detroit.

Benefit: Increased public safety through improved transportation infrastructure and increased services.

Funding Source: FTA Funds - \$1,586,016; FY 2005 and FY 2009 State Restricted Comprehensive Transportation Funds - \$1,460,966; DDOT Funds - \$185,497.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

48. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z31/R4) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will renew the authorization and extend the authorization term by ten months to provide sufficient time for MTA to complete the Intelligent Transportation System (ITS) equipment and software installations. A change in the vendor project manager and communication difficulties have delayed the installation of the ITS. The vendor has upgraded antennas and is currently revisiting each vehicle to reconfigure radios and verify that equipment is working properly. The original authorization provides toll credits as the state match for MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from August 30, 2005, through August 29, 2008, from October 9, 2008, through August 29, 2010, and from the date of award of this revision through August 29, 2011. No costs will be incurred between August 29, 2008, and October 9, 2008, or between August 29, 2010, and the date of award of this revision. The authorization amount remains unchanged at \$971,779. The toll credit amount remains unchanged at \$194,356. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$971,779.

Criticality: Approval of this revision will allow MTA to complete the implementation of the ITS program in order to improve efficiency and safety.

Purpose/Business Case: To renew the authorization and extend the authorization term by ten months to provide sufficient time for MTA to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$971,779.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

49. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z40/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the facility renovation project. Although the renovation is essentially complete, follow-up work is needed to finish renovation of an interior space to accommodate a tenant's business operation. The original authorization provides state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be January 17, 2007, through January 16, 2012. The authorization amount remains unchanged at \$1,790,529. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,432,423; FY 2006 State Restricted Comprehensive Transportation Funds - \$358,106.

Criticality: Approval of this revision will allow MTA to complete facility renovations that are necessary to maintain safe and efficient operation of transit service.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for MTA to complete facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,432,423; FY 2006 State Restricted Comprehensive Transportation Funds - \$358,106.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

50. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z12/R4) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Oakland, Wayne, and Monroe Counties, will add a mobile surveillance/security line item and will adjust funding among line items. The digital voice announcer/automated vehicle locator (AVL) upgrade project continues to experience significant delays due to changes in technology and the complexity of the system. In order to expedite grant closeout, the Federal Transit Administration (FTA) is allowing SMART to move the remaining funding from the AVL project into the new surveillance/security project, which can be completed more quickly. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, July 11, 2003, through July 10, 2011. The authorization amount remains unchanged at \$4,303,594. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$3,442,875; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Criticality: Approval of this revision will allow SMART to purchase surveillance/security equipment to increase safety for passengers and employees.

Purpose/Business Case: To add a mobile surveillance/security line item and adjust funding among line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,442,875; FY 2002, FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

51.-61. PASSENGER TRANSPORTATION - Specialized Services Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide 100 percent state funding under the FY 2011 Specialized Services Program, which furnishes operating assistance for transportation services for elderly individuals and individuals with disabilities. The funds will be used for eligible specialized services providers or public transit systems. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$0.29 per vehicle mile for volunteer driver trips. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The authorizations are retroactive as MDOT delayed processing them in anticipation of an approved FY 2011 Appropriation Bill. As a bill has still not been passed, and in order to preclude further retroactivity, MDOT is now proceeding with these authorizations. The total amount of the authorizations will be \$398,838. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2011 State Restricted Comprehensive Transportation Funds - \$398,838. Funding is contingent on legislative appropriation.

	<u>Project</u>	<u>Agency</u>	<u>Total</u>
	<u>Authorization</u>		
51.	2007-0155/Z5	Mecosta County Board of Commissioners	\$34,431
52.	2007-0179/Z20	Branch Area Transit Authority (Branch County)	\$27,701
53.	2007-0191/Z17	Cheboygan County Board of Commissioners	\$25,000
54.	2007-0200/Z5	Delta County Board of Commissioners	\$44,290
55.	2007-0220/Z8	Handicappers Information Council and Patient Equipment Locker, Inc. (Gratiot County)	\$41,213
56.	2007-0248/Z8	Mackinac County Board of Commissioners	\$25,842
57.	2007-0252/Z23	Marquette County Transit Authority	\$46,961
58.	2007-0266/Z6	Newaygo County Board of Commissioners	\$32,410
59.	2007-0271/Z5	Oceana County Board of Commissioners	\$27,828
60.	2007-0275/Z11	Oscoda County Area Transit Specialists	\$49,751
61.	2007-0279/Z5	Presque Isle County Board of Commissioners	\$43,411

Criticality: Approval of these authorizations will provide for the continuation of the specialized services transportation program, which provides operating assistance for transportation services for elderly individuals and individuals with disabilities.

Purpose/Business Case: To provide operating assistance for transportation services for elderly individuals and individuals with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2011 State Restricted Comprehensive Transportation Funds - \$398,838.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and disabled.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

62.-74. PASSENGER TRANSPORTATION – Section 5316 Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide federal funds and state matching funds for the FY 2011 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. The funds will be used to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The total amount of the authorizations will be \$767,059. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$422,867; FY 2011 State Restricted Comprehensive Transportation Funds - \$344,192. FY 2011 funding is contingent upon legislative appropriation.

Project	Authorization	Agency	Total
62.	2007-0157/Z25	Allegan County Board of Commissioners	\$93,875
63.	2007-0193/Z18	Clare County Board of Commissioners	\$28,100
64.	2007-0195/Z14	Clinton Area Transit System	\$34,306
65.	2007-0231/Z20	Ionia, City of	\$75,504
66.	2007-0235/Z17	Isabella County Transportation Commission	\$37,752
67.	2007-0243/Z21	Lenawee County Board of Commissioners	\$34,896
68.	2007-0257/Z16	Mecosta/Osceola Transit Authority	\$44,372
69.	2007-0278/Z10	Pioneer Resources (Muskegon County)	\$84,700
70.	2007-0287/Z10	City of Sault Ste. Marie	\$45,790
71.	2007-0290/Z22	Shiawassee Area Transportation Agency	\$48,770
72.	2007-0295/Z21	Thunder Bay Transportation Authority (Alpena County)	\$85,994
73.	2007-0301/Z5	Western-Washtenaw Area Value Express	\$60,000
74.	2007-0302/Z17	Yates Township (Lake County)	\$93,875

Criticality: Approval of these authorizations will allow the transit agencies to continue to provide transportation to work for low-income individuals in order to spur economic development and job creation/retention.

Purpose/Business Case: To provide federal funds and state matching funds for the FY 2011 Federal Section 5316 JARC Program grant.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$422,867; FY 2011 State Restricted Comprehensive Transportation Funds - \$344,192.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If these authorizations are not approved, federal funds may be lost and the needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

75.-93. PASSENGER TRANSPORTATION – Specialized Services Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide 100 percent state funding under the FY 2011 Specialized Services Program, which furnishes operating assistance for transportation services for elderly individuals and individuals with disabilities. The funds will be used for eligible specialized services providers or public transit systems. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$0.29 per vehicle mile for volunteer driver trips. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The authorizations are retroactive as MDOT delayed processing them in anticipation of an approved FY 2011 Appropriation Bill. As a bill has still not been passed, and in order to preclude further retroactivity, MDOT is now proceeding with these authorizations. The total amount of the authorizations will be \$3,389,487. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2011 State Restricted Comprehensive Transportation Funds - \$3,389,487. Funding is contingent on legislative appropriation.

	<u>Project</u>		
	<u>Authorization</u>	<u>Agency</u>	<u>Total</u>
75.	2007-0157/Z27	Allegan County Board of Commissioners	\$106,704
76.	2007-0162/Z28	Ann Arbor Transportation Authority (Washtenaw County)	\$176,840
77.	2007-0169/Z14	Battle Creek, City of (Calhoun County)	\$ 92,624
78.	2007-0171/Z33	Bay Metropolitan Transportation Authority (Bay County)	\$138,434
79.	2007-0185/Z25	Capital Area Transportation Authority (Ingham County)	\$ 82,189
80.	2007-0201/Z27	Detroit, City of (Wayne County)	\$377,758
81.	2007-0208/Z6	Friendship Centers of Emmet County	\$ 93,214
82.	2007-0226/Z13	Houghton, City of	\$ 58,172
83.	2007-0230/Z26	Interurban Transit Partnership (Kent County)	\$463,289
84.	2007-0239/Z21	Kalamazoo, City of	\$ 60,000
85.	2007-0241/Z19	Key Opportunities, Inc. (Hillsdale County)	\$ 56,999
86.	2007-0245/Z11	Livingston County Board of Commissioners	\$ 59,862

* Denotes a non-standard contract/amendment

87.	2007-0254/Z26	Mass Transportation Authority (Genesee County)	\$306,772
88.	2007-0264/Z18	Muskegon County Board of Commissioners	\$ 65,499
89.	2007-0277/Z7	Ottawa County Board of Commissioners	\$157,569
90.	2007-0284/Z22	Saginaw Transit Authority Regional Services	\$ 98,924
91.	2007-0290/Z25	Shiawassee Area Transportation Agency	\$ 78,374
92.	2007-0294/Z46	Suburban Mobility Authority for Regional Transportation (Southeast Michigan)	\$787,819
93.	2007-0298/Z11	Upper Peninsula Community Services, Inc. (Dickinson County)	\$128,445

Criticality: Approval of these authorizations will provide for continuation of the specialized services transportation program, which provides operating assistance for transportation services for elderly individuals and individuals with disabilities.

Purpose/Business Case: To provide operating assistance for transportation services for elderly individuals and individuals with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2011 State Restricted Comprehensive Transportation Funds - \$3,389,487.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and the disabled.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

94.- PASSENGER TRANSPORTATION – Section 5316 Program

103. The following project authorizations issued under master agreements between MDOT and the following agencies will provide federal and state matching funds for the FY 2011 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. These funds will be used to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The total amount of the authorizations will be \$3,358,330. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the master agreement for People's Express is from October 1, 2007, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2008 through FY 2011. The terms of the remaining master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,720,841; FY 2011 State Restricted Comprehensive Transportation Funds - \$1,637,489. FY 2011 funds are contingent upon legislative appropriation.

	<u>Project</u>	<u>Agency</u>	<u>Total</u>
94.	2007-0159/Z23	ALTRAN Transit Authority (Alger County)	\$ 131,198
95.	2007-0169/Z13	Battle Creek, City of	\$ 427,000
96.	2007-0171/Z25	Bay Metropolitan Transportation Authority (Bay County)	\$ 150,920

* Denotes a non-standard contract/amendment

97.	2007-0178/Z18	Blue Water Area Transportation Commission (St. Clair County)	\$1,114,060
98.	2007-0236/Z18	Jackson Transportation Authority, City of	\$ 400,000
99.	2007-0245/Z9	Livingston County Board of Commissioners	\$ 100,000
100.	2007-0284/Z17	Saginaw Transit Authority Regional Services	\$ 345,000
101.	2007-0294/Z31	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$ 103,504
102.	2007-0297/Z7	Twin Cities Area Transportation Authority (Berrien County)	\$ 388,644
103.	2008-0046/Z10	People's Express (Washtenaw County)	\$ 198,004

Criticality: Approval of these authorizations will allow the transit agencies to continue to provide transportation to work for low-income individuals in order to spur economic development and job creation/retention.

Purpose/Business Case: To provide federal funds and state matching funds for the FY 2011 Federal Section 5316 JARC program grant.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$1,720,841; FY 2011 State Restricted Comprehensive Transportation Funds - \$1,637,489.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If these authorizations are not approved, federal funds could be lost and needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

104.- PASSENGER TRANSPORTATION – Section 5317 Program

115. The following project authorizations issued under master agreements between MDOT and the following agencies will provide federal funds and state and local matching funds for the FY 2011 Federal Section 5317 New Freedom Program grant. The funds will allow the transit agencies to provide service in FY 2011 designed to transport people with disabilities seeking integration into the workforce and full participation in society. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,957,400. Toll credits in the amount of \$61,060 will be allocated as match for mobility management, mobile data equipment, and marketing. The term of the master agreement for People's Express is from October 1, 2007, until the last obligation between the parties has been fulfilled. The term of the master agreement for Disability Connection is from July 1, 2008, until the last obligation between the parties has been fulfilled. These two master agreements include authorizations for program years FY 2008 through FY 2011. The term of the master agreement for Macatawa Area Express Transportation Authority (MAETA) is from July 1, 2007, until the last obligation between the parties has been fulfilled. The terms of the remaining master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. These master agreements and the MAETA master agreement include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,173,950; FY 2011 State Restricted Comprehensive Transportation Funds - \$28,400; Local Funds - \$755,050. FY 2011 funding is contingent on legislative appropriation.

* Denotes a non-standard contract/amendment

	<u>Project Authorization</u>	<u>Agency</u>	<u>Total</u>
104.	2007-0187/Z16	Caro Transit Authority	\$ 39,420
105.	2007-0195/Z15	Clinton Area Transit System	\$182,000
106.	2007-0278/Z11	Pioneer Resources	\$105,000
107.	2007-0284/Z20	Saginaw Transit Authority Regional Services	\$120,000
108.	2007-0290/Z23	Shiawassee Area Transportation Agency	\$115,868
109.	2007-0294/Z35	Suburban Mobility Authority for Regional Transportation	\$186,068
110.	2007-0295/Z22	Thunder Bay Transportation Authority	\$650,000
111.	2007-0297/Z8	Twin Cities Area Transportation Authority	\$ 75,000
112.	2007-0613/Z19	Macatawa Area Express Transportation Authority	\$158,000
113.	2007-0613/Z20	Macatawa Area Express Transportation Authority	\$120,000
114.	2008-0046/Z11	People's Express	\$130,000
115.	2008-0425/Z3	Disability Connection	\$ 76,044

Criticality: Approval of these authorizations will provide for service in FY 2011 designed to transport individuals with disabilities seeking integration into the workforce and full participation in society.

Purpose/Business Case: To provide federal funds and state and local matching funds for the FY 2011 Federal Section 5317 New Freedom Program grant.

Benefit: Increased public transportation services. The New Freedom grant program seeks to reduce barriers and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

Funding Source: FTA Funds - \$1,173,950; FY 2011 State Restricted Comprehensive Transportation Funds - \$28,400; Local Funds - \$755,050.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

116.- PASSENGER TRANSPORTATION – Section 5317 Program

118. The following project authorizations issued under master agreements between MDOT and the following agencies will provide federal funds and state matching funds under the FY 2011 Federal Section 5317 New Freedom Program. Toll credits will be used as the state match for Hope Network and Jackson Transportation Authority. The funds will be used by transit agencies to provide service in FY 2011 designed to transport people with disabilities seeking integration into the workforce and full participation in society and to purchase capital items in support of these services. The authorizations will be in effect from October 1, 2010, through September 30, 2011. These authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from SAB retroactive contract policy. The total amount of the authorizations will be \$1,190,000. Toll credits in the amount of \$150,000 will be allocated as match for capital expenses, including mobility management, bus shelters, and mobile data terminals. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,102,000; FY 2011 State Restricted

Comprehensive Transportation Funds - \$88,000. FY 2011 funding is contingent upon legislative appropriation.

	<u>Project</u>	<u>Agency</u>	<u>Total</u>
116.	<u>Authorization</u> 2007-0225/Z7	Hope Network, Inc.	\$400,000
117.	2007-0236/Z22	Jackson Transportation Authority, City of	\$250,000
118.	2007-0264/Z16	Muskegon County Board of Commissioners	\$540,000

Criticality: Approval of these authorizations will allow the transit agencies to provide service in FY 2011 designed to transport individuals with disabilities seeking integration into the workforce and full participation in society.

Purpose/Business Case: To provide federal funds and state matching funds under the FY 2011 Federal Section 5317 New Freedom Program grant.

Benefit: Increased public transportation services. The New Freedom grant program seeks to reduce barriers and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

Funding Source: FTA Funds - \$1,102,000; FY 2011 State Restricted Comprehensive Transportation Funds - \$88,000.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

119. PASSENGER TRANSPORTATION – Section 5310 Program

Project Authorization (Z4) under Master Agreement (2010-0110) between MDOT and the Vocational Independence Program Transportation (VIPT) will provide for the reassignment of three transit vehicles, funding in the amount of \$174,721, which represents the remaining useful life value of the transit vehicles, and administration responsibilities originally processed under Contract (2006-0561) from the Genesee County Association for Retarded Citizens (ARC) to VIPT. The Genesee County ARC formed VIPT to handle the transportation functions previously performed by its transportation department; the equipment is being reassigned to be used for public transportation in Genesee County. The authorization provides state matching funds for the FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The authorization amount will be \$174,721. The authorization will be in effect from the date of award through February 15, 2011. The term of the master agreement is from May 11, 2010, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2010 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$139,777; FY 2006 State Restricted Comprehensive Transportation Funds - \$34,944.

Criticality: Approval of this project authorization is critical because the Genesee County ARC has separated its transportation department, and the newly formed VIPT needs the vehicles to continue to provide efficient transit services for the county.

Purpose/Business Case: To provide for the reassignment of three transit vehicles, contract funding in the amount of \$174,721, and administration responsibilities from the Genesee County ARC to VIPT.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$139,777; FY 2006 State Restricted Comprehensive Transportation Funds - \$34,944.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not reassigning the equipment is that public transportation services in Genesee County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48507.

120. *PASSENGER TRANSPORTATION - MichiVan Program

Contract (2010-0512) between MDOT and VPSI, Inc., will provide for the marketing and capital costs of the MichiVan vanpool program for one year. VPSI, Inc., uses an extensive fleet management system and promotional programs to work with rideshare offices, state agencies, employers, and the public to recruit people to use vanpools as an alternate transportation mode to the single occupant vehicle work commute. The contract will provide for vanpool services in all Michigan counties except Allegan, Kent, and Ottawa Counties; vanpool services in these counties will be provided by a public transit agency. The contract will be in effect from October 1, 2010, through September 30, 2011. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$2,234,089. Source of Funds: Federal Highway Administration (FHWA) Funds - \$2,182,058; FY 2011 State Restricted Comprehensive Transportation Funds - \$52,031. FY 2011 funding is contingent upon legislative appropriation.

Criticality: Funding is critical for the continuation of the MichiVan vanpool program, which promotes the use of vanpools as an alternate transportation mode to the single occupant vehicle work commute.

Purpose/Business Case: To provide for the continuation of the MichiVan program for FY 2011.

Benefit: Increased transit options and improved air quality.

Funding Source: FHWA Funds - \$2,182,058; FY 2011 State Restricted Comprehensive Transportation Funds - \$44,531.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is discontinuation of the vanpool program and loss of transportation to work for hundreds of people.

Cost Reduction: Grant amount is approved by the FHWA and is not negotiated.

Selection: Acceptance of the most responsive bidder.

New Project Identification: This is a new contract for continuation of the MichiVan program.

Zip Code: 48909.

PRE-APPROVALS

STATE PROJECTS

121. LETTING OF NOVEMBER 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1011001 \$ 7,058,117.56
PROJECT ARU 41027-108942
LOCAL AGRMT. 10-5637
START DATE - APRIL 11, 2011
COMPLETION DATE - NOVEMBER 11, 2011

0.66 mi of structure replacement, bridge approaches, ramp reconstruction, watermain, permanent pavement markings, and signing on Fuller Avenue over I-196 in the city of Grand Rapids, Kent County.

This project is funded with American Recovery and Reinvestment Act funds.

7.00 % DBE participation required

122. LETTING OF NOVEMBER 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1011002 \$ 4,615,028.49
PROJECT STE 71021-79476, ETC
LOCAL AGRMT. 10-5421
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 14, 2011

1.34 mi of hot mix asphalt roadway reconstruction, curb and gutter, sidewalk, enclosed drainage, watermain installation, and flashing beacon upgrade on M-68 through the city of Onaway, Presque Isle County. This project includes a 5 year materials and workmanship pavement warranty.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

7.00 % DBE participation required

123. LETTING OF NOVEMBER 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1011003 \$ 1,461,280.76
PROJECT ARE 67900-110715
LOCAL AGRMT. 10-5611
START DATE - MAY 30, 2011
COMPLETION DATE - JULY 21, 2011

10.98 mi of hot mix asphalt pathway for the Pere Marquette Rail Trail including trenching, drainage, and miscellaneous improvements on US-10 from Evart to east of Partridge Avenue in the city of Evart, Osceola and Clare Counties.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

124. LETTING OF NOVEMBER 10, 2010 ENGINEER ESTIMATE
PROPOSAL 1011601 \$ 77,691,670.90
PROJECT NH 82193-76902, ETC
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 15, 2013

10.25 mi of freeway reconstruction, screen wall replacement, freeway lighting upgrades, MITS upgrades, storm and sanitary sewer replacement, and rehabilitation of 24 structures on M-39 (Southfield Freeway) from south of McNichols Road to McClung Street in the cities of Detroit, Southfield, Dearborn, Dearborn Heights, and Allen Park, Wayne and Oakland Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

This is a Best Value Selection project. Technical proposals are required. Refer to special provision 03DS104(A000) in the proposal for bidding instructions.

A mandatory pre-bid meeting will be held at 9:00 a.m. on Thursday, October 7, 2010, at the Doubletree Hotel Detroit/Dearborn, located at 5801 Southfield Expressway Detroit, MI 48228. All prospective bidders must attend in order to be considered eligible to bid.

Portions of this project are funded by ARRA.

10.00 % DBE participation required

LOCAL PROJECTS

125. LETTING OF NOVEMBER 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1011012 \$ 532,794.00
PROJECT ARL 47555-110745
LOCAL AGRMT. 10-5668
START DATE - MAY 10, 2011
COMPLETION DATE - 45 calendar days

1.00 mi of hot mix asphalt cold milling, crushing, shaping, and resurfacing, machine grading, and aggregate shoulders on Old US-23 from Center Road northerly to Hogan Road, Livingston County.

This project is funded with American Recovery and Reinvestment Act funds.

4.00 % DBE participation required

126. LETTING OF NOVEMBER 05, 2010 ENGINEER ESTIMATE
 PROPOSAL 1011018 \$ 399,991.00
 PROJECT ARUL 70414-111262
 LOCAL AGRMT. 10-5697
 START DATE - MAY 02, 2011
 COMPLETION DATE - JUNE 10, 2011

1.00 mi of hot mix asphalt resurfacing including curb and gutter, aggregate shoulders, concrete sidewalk ramps, and pavement markings on 120th Avenue from Riley Street to Quincey Street, Ottawa County.

This project is funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

BID LETTING

STATE PROJECTS

127. LETTING OF SEPTEMBER 24, 2010 ENG. EST. LOW BID
 PROPOSAL 1009267 \$ 1,453,061.05 \$ 1,487,344.12
 PROJECT IM 41029-108908, ETC
 LOCAL AGRMT. 10-5548 % OVER/UNDER EST.
 START DATE - JULY 29, 2011
 COMPLETION DATE - NOVEMBER 01, 2011 2.36 %

2.64 mi of concrete joint repairs, centerline repairs, and sidewalk ramp upgrades on I-196 from the Grand River easterly to Lane Avenue and on M-45 from I-196 easterly to Lake Michigan Drive in the city of Grand Rapids, Kent County.

A 2010 highway preventive maintenance project.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 1,487,344.12	Same	1 **
Florence Cement Company	\$ 1,681,277.18	Same	2
Kelcris Corporation	\$ 1,751,397.31	Same	3
Tony Angelo Cement Construction Co.	\$ 1,798,028.58	Same	4
C & D Hughes, Inc.			
Walter Toebe Construction Company			
Major Cement Co.			
Snowden, Inc.			
Kamminga & Roodvoets, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

108908A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

108929A

Federal Highway Administration Funds	81.85 %
City of Grand Rapids	0.23 %
State Restricted Trunkline Funds	17.92 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49504.

128.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009601	\$ 17,039,341.14	\$ 16,055,857.35
	PROJECT NH 63043-55658, ETC		
	LOCAL AGRMT. 10-5389, 10-5390		% OVER/UNDER EST.
	START DATE - APRIL 04, 2011		
	COMPLETION DATE - SEPTEMBER 19, 2013		-5.77 %

4.16 mi of pavement patching, hot mix asphalt overlay, minor geometric improvements, bridge rehabilitation, landscaping, and guardrail replacement on M-59 from Opdyke Road easterly to Crooks Road and the M-59 eastbound and westbound bridges over Rails to Trails east of I-75 in the cities of Pontiac, Auburn Hills and Rochester Hills, Oakland County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

11.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 16,055,857.35	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 17,209,538.44	Same	2
Ace Asphalt & Paving Company	\$ 17,979,383.88	Same	3
Anlaan Corporation			
Walter Toebe Construction Company			
Angelo Iafrate Construction Company			
Pamar Enterprises, Inc.			
Causie Contracting, Inc.			
E. C. Korneffel Co.			
Kelcris Corporation			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

103568A

Federal Highway Administration Funds	81.85 %
City of Rochester Hills	1.10 %
State Restricted Trunkline Funds	17.05 %

55658A

Federal Highway Administration Funds	81.85 %
City of Pontiac	0.05 %
City of Rochester Hills	0.80 %
State Restricted Trunkline Funds	17.30 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48309.

Funding Source:

106597A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	8.85 %	
City of Warren	1.15 %	
106598A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
106599A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	8.92 %	
City of Warren	1.08 %	
108056A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
108057A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48044.

130.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009604	\$ 3,046,185.56	\$ 2,388,888.87
	PROJECT CM 84916-107179		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JANUARY 22, 2012		-21.58 %

Installation of ITS system, dynamic message signs, and surveillance system at various locations in the cities of Ann Arbor and Ypsilanti, Washtenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
RMD Holdings, Ltd.	\$ 2,388,888.87	Same	1 **
J. Ranck Electric, Inc.	\$ 2,397,770.65	Same	2
Motor City Electric Utilities Comp	\$ 2,648,448.14	\$ 2,648,424.14	3
Martell Electric, LLC	\$ 2,732,637.42	Same	4
Severance Electric Co., Inc.	\$ 2,887,585.16	Same	5
Rauhorn Electric, Inc.	\$ 2,923,353.65	Same	6
Metropolitan Power and Lighting	\$ 2,952,024.23	Same	7
Strain Electric Company			

7 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

107179A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48103.

131.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009605	\$ 773,928.85	\$ 693,187.95
	PROJECT ST 63052-110766		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2011		
	COMPLETION DATE - JULY 01, 2011		-10.43 %

2.04 mi of hot mix asphalt cold milling and single course overlay on US-24 from Elizabeth Lake Road northerly to Dixie Highway in the city of Pontiac, Oakland County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, L.L.C.	\$ 693,187.95	Same	1 **
Ace Asphalt & Paving Company	\$ 750,912.75	Same	2
Ajax Paving Industries, Inc.	\$ 752,148.60	Same	3
Barrett Paving Materials Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

110766A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48328.

132.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009607	\$ 5,447,170.73	\$ 4,876,581.38
	PROJECT NH 38082-87469		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 04, 2011		
	COMPLETION DATE - SEPTEMBER 19, 2013		-10.48 %

2.55 mi of hot mix asphalt resurfacing, pavement reconstruction, drainage improvements, widening for center left turn lane, and traffic signal modernization on I-94BL from west of M-60 easterly to east of Brown Street in the city of Jackson, Jackson County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 4,876,581.38	Same	1 **
Concord Excavating & Grading, Inc.	\$ 5,064,377.72	Same	2
Mead Bros. Excavating Inc.	\$ 5,209,000.00	Same	3
Hoffman Bros., Inc.	\$ 5,265,745.56	Same	4
Dan's Excavating, Inc.	\$ 5,442,735.01	Same	5
C & D Hughes, Inc.	\$ 5,659,332.41	Same	6
Kammaing & Roodvoets, Inc.	\$ 5,717,644.02	Same	7
Rieth-Riley Construction Co., Inc.	\$ 5,785,254.82	Same	8
Michigan Paving and Materials Comp	\$ 5,815,254.31	Same	9
Nashville Construction Company	\$ 5,869,705.36	Same	10
Fisher Contracting Company			
Milbocker and Sons, Inc.			
Peters Construction Co.			

10 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

87469A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49201.

Funding Source:

108732A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
109418A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48075.

136.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009611	\$ 391,614.90	\$ 369,122.17
	PROJECT STE 42021-107853		
	LOCAL AGRMT. 10-5545		% OVER/UNDER EST.
	START DATE - MAY 16, 2011		
	COMPLETION DATE - SEPTEMBER 30, 2011		-5.74 %

0.38 mi of shoreline stabilization and restoration, construction of a roadside park, wood stairways, fencing, and plantings on M-26 at Great Sand Bay, Keweenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
B & B Contracting, Calumet, Inc.	\$ 369,122.17	Same	1 **
Tony Burcar Contracting, Inc.	\$ 420,865.10	Same	2
Thomas J. Moyle, Jr., Incorporated	\$ 425,458.28	Same	3
M.J.O. Contracting, Inc.	\$ 427,249.74	Same	4
Bacco Construction Company	\$ 530,501.05	Same	5
Oberstar Inc.			
Rohde Bros. Excavating, Inc.			
A. Lindberg & Sons, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

107853A
 Federal Highway Administration Funds 80.00 %
 (Transportation Enhancement Funds)
 State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 49950.

137. LETTING OF SEPTEMBER 24, 2010 ENG. EST. LOW BID
 PROPOSAL 1009612 \$ 2,223,618.68 \$ 2,139,997.40
 PROJECT IM 41024-106264
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MARCH 25, 2011
 COMPLETION DATE - AUGUST 15, 2011 -3.76 %

Resurfacing the existing bridge deck, joint, pin, and hanger replacement, partial cleaning and coating of structural steel, railing and substructure patching repairs, and approach roadway reconstruction on I-96 over M-11 (28th Street), Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 2,139,997.40	Same	1 **
J. Slagter & Son Construction Co.	\$ 2,366,730.55	Same	2
C. A. Hull Co., Inc.	\$ 2,599,165.69	Same	3
Milbocker and Sons, Inc.			
Walter Toebe Construction Company			
L. W. Lamb, Inc.			
Davis Construction, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

106264A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49512.

138.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009613	\$ 9,161,076.80	\$ 8,333,458.15
	PROJECT NH 50051-60444, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 28, 2011		
	COMPLETION DATE - NOVEMBER 05, 2011		-9.03 %

2.87 mi of cold milling, pavement repair, hot mix asphalt overlay, curb and gutter repair, sidewalk ramp replacement, path construction, and traffic signal replacement on M-3 from Remick Drive to Sandpiper Drive in the city of Mount Clemens, Macomb County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 8,333,458.15	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 8,801,364.49	Same	2
Pamar Enterprises, Inc.	\$ 8,835,866.30	Same	3
Walter Toebe Construction Company	\$ 10,134,872.71	Same	4
Florence Cement Company			
Ace Asphalt & Paving Company			
Causie Contracting, Inc.			
Angelo Iafrate Construction Company			
Kelcrist Corporation			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60444A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

60445A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48043.

139.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009614	\$ 10,915,534.91	\$ 10,733,570.60
	PROJECT BHI 25032-100664, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - AUGUST 31, 2011		-1.68 %

Bridge rehabilitation including deep concrete and epoxy overlay, deck patching, joint replacement, steel repair, pin, hanger, partial deck, and pier cap replacement, substructure repair, minor widening, railing replacement, and steel cleaning and coating on 16 structures on the I-75 corridor from I-69 to Dodge Road, Genesee County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
C. A. Hull Co., Inc.	\$ 10,733,570.60	Same	1 **
Anlaan Corporation	\$ 11,158,668.41	Same	2
Posen Construction, Inc.	\$ 13,542,508.06	Same	3
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Company			
Angelo Iafrate Construction Company			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
C. A. Hull Co., Inc.	\$ 10,974,530.60	Same	1 **
Anlaan Corporation	\$ 11,533,068.41	Same	2
Posen Construction, Inc.	\$ 13,542,508.06	Same	3
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Company			
Angelo Iafrate Construction Company			

3 Bidders

NOTE: The ORIGINAL A+Lane Rental bid amounts determine the low bid. The ORIGINAL A bid amount reflects the actual contract price.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

100664A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
100668A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
106294A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
106501A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
108267A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48504.

140. LETTING OF SEPTEMBER 24, 2010
 PROPOSAL 1009616 ENG. EST. LOW BID
 \$ 1,404,010.99 \$ 1,288,275.39
 PROJECT NHG 84914-105946
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - FEBRUARY 22, 2011
 COMPLETION DATE - JULY 21, 2011 -8.24 %

64.15 mi of freeway signing upgrades on US-10 from West Ludington Drive to I-75 and from I-75 to Thomas Street in the cities of Clare, Sanford, Auburn, and Midland, Clare, Isabella, Midland, and Bay Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 1,288,275.39	Same	1 **
J. Ranck Electric, Inc.	\$ 1,353,524.67	Same	2
Highway Service Company, Inc.	\$ 1,428,638.40	Same	3
RMD Holdings, Ltd.			
J & J Contracting, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

105946A

Federal Highway Administration Funds 100 %

Funding Source:

105536A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49307.

142. LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
PROPOSAL 1009618	\$ 160,490.22	\$ 158,763.00
PROJECT NH 69023-110548		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 31, 2011		
COMPLETION DATE - JULY 01, 2011		-1.08 %

0.36 mi of hot mix asphalt cold milling and resurfacing, and sidewalk ramp upgrades on M-32 from east of the I-75 southbound entrance ramp to east of Wisconsin Avenue in the city of Gaylord, Otsego County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 158,763.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 162,195.35	Same	2
Pyramid Paving and Contracting Co.	\$ 240,094.10	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

110548A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49734.

143. LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
PROPOSAL 1009619	\$ 1,816,682.54	\$ 1,724,145.49
PROJECT HBOA 73101-79971		
LOCAL AGRMT. 10-5550		% OVER/UNDER EST.
START DATE - APRIL 18, 2011		
COMPLETION DATE - OCTOBER 28, 2011		-5.09 %

Deck replacement with minor widening, modification of existing girders, cleaning and coating of the structural steel, approach roadway reconstruction, and hot mix asphalt cold milling and resurfacing on Veterans Memorial Highway over I-675 in the city of Saginaw, Saginaw County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 1,724,145.49	Same	1 **
Anlaan Corporation	\$ 1,728,155.99	Same	2
J. Slagter & Son Construction Co.	\$ 1,870,307.51	Same	3
Milbocker and Sons, Inc.			
Walter Toebe Construction Company			
Posen Construction, Inc.			
Davis Construction, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

110724A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48170.

145.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009623	\$ 445,918.51	\$ 481,861.46
	PROJECT STE 81081-109186		
	LOCAL AGRMT. 10-5603		% OVER/UNDER EST.
	START DATE - MARCH 01, 2011		
	COMPLETION DATE - OCTOBER 31, 2013		8.06 %

0.82 mi of streetscaping, lighting, ADA ramps, stamped concrete, and landscaping on M-17 (West Cross Street) from Normal Street to Washington Street, on East Cross Street from Huron River to North River Street, and on North River Street south of the intersection at East Cross Street in the city of Ypsilanti, Washtenaw County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Lacaria Concrete Construction Inc.	\$ 482,221.46	\$ 481,861.46	1 **
Eastlund Concrete Construction	\$ 484,433.15	\$ 484,233.15	2
Warren Contractors & Development	\$ 563,907.54	Same	3
Angelo Iafrate Construction Company	\$ 583,072.30	Same	4
Doan Construction Co.	\$ 595,273.51	Same	5
Teltow Contracting, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

109186A

Federal Highway Administration Funds (Transportation Enhancement Funds)	60.00 %
State Restricted Trunkline Funds	15.77 %
City of Ypsilanti	24.23 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 48111.

146.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009624	\$ 212,137.45	\$ 208,364.50
	PROJECT ST 35012-111232		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2011		
	COMPLETION DATE - JUNE 30, 2011		-1.78 %

1.49 mi of microsurfacing on M-65 from south of River Road northerly to north of Pine Acres Drive, Iosco County. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, LLC	\$ 208,364.50	Same	1 **
Strawser Construction Inc.	\$ 229,249.75	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

111232A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48739.

147.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009627	\$ 8,912,315.55	\$ 8,210,911.06
	PROJECT CM 70823-38564, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 11, 2011		
	COMPLETION DATE - SEPTEMBER 16, 2013		-7.87 %

5.54 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, joint repairs, drainage upgrades, guardrail upgrades, shoulder improvements, and deep overlay on M-121 from Main Street to east of 40th Avenue and over the Macatawa River in the city of Zeeland, Ottawa County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc./Rieth-R	\$ 8,210,911.06	Same	1 **
Nagel Construction, Inc.	\$ 8,390,011.60	Same	2
Schippers Excavating, Inc.	\$ 8,674,000.36	Same	3
C & D Hughes, Inc.	\$ 8,929,796.00	Same	4
Michigan Paving and Materials Comp	\$ 9,755,251.80	\$ 9,607,876.80	5
Milbocker and Sons, Inc.	\$ 10,100,109.45	Same	6
Anlaan Corporation			
Kelcris Corporation			
Diversco Construction Company, Inc.			
Causie Contracting, Inc.			
Rieth-Riley Construction Co., Inc.			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by several MDOT programs: (1) MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments; and (3) The Congestion Mitigation and Air Quality (CMAQ) Program - funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

107673A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
38564A		
Federal Highway Administration Funds		90.00 %
State Restricted Trunkline Funds		10.00 %
87019A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
90096A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

Funding Source:

110575A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48653.

149. LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
PROPOSAL 1009630	\$ 280,621.95	\$ 443,844.78
PROJECT CM 84913-109689		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 14, 2011		58.16 %

Installation of wireless traffic signal communication devices and global positioning modules at 8 locations in the cities of Grand Rapids and Kentwood, Kent and Ottawa Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 443,844.78	Same	1 **
Strain Electric Company	\$ 480,000.00	Same	2
J.R. Howell; Airport Lighting, LLC	\$ 551,720.01	Same	3
J. Ranck Electric, Inc.	\$ 595,599.57	Same	4
Rauhorn Electric, Inc.	\$ 638,485.00	Same	5
D V T Electric, Inc	\$ 697,317.00	Same	6
Motor City Electric Utilities Comp			
RMD Holdings, Ltd.			
Martell Electric, LLC			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

111051A
 Federal Highway Administration Funds 80.00 %
 (Transportation Enhancement Funds)
 State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48174.

151. LETTING OF OCTOBER 01, 2010 ENG. EST. LOW BID
 PROPOSAL 1010018 \$ 275,194.35 \$ 249,421.85
 PROJECT MG 57013-110463
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 02, 2011
 COMPLETION DATE - 6 working days -9.37 %

4.54 mi of overband crack filling and single course chip sealing on M-66 south of Phelps Road northerly to the Missaukee/Kalkaska county line, Missaukee County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scott Transportation, Inc.	\$ 249,421.85	Same	1 **
Fahrner Asphalt Sealers, L.L.C.	\$ 256,359.41	Same	2
Highway Maintenance and Construction	\$ 285,656.54	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

110463A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49651.

152. LETTING OF OCTOBER 01, 2010
 PROPOSAL 1010019 \$ ENG. EST. 43,750.06 \$ LOW BID 32,627.00
 PROJECT STUT 23063-100517
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 02, 2011
 COMPLETION DATE - MAY 25, 2011 -25.42 %

Hot mix asphalt resurfacing, pavement marking, and signing of existing carpool parking lot on Tully Brown Drive northwest of the I-69/I-69BL interchange in the city of Charlotte, Eaton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
American Asphalt, Inc.	\$ 32,627.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 37,956.40	Same	2
Michigan Paving and Materials Comp	\$ 45,927.68	Same	3
F & M Construction Company, LLC			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots. This project consists of removing and resurfacing an existing carpool lot.

Benefit: Reconstructing the existing carpool lot will reduce maintenance costs at this location.

Funding Source:

100517A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48813.

153.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010020	\$ 1,405,638.95	\$ 1,332,072.04
	PROJECT STG 84913-105986		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - NOVEMBER 14, 2011		-5.23 %

Traffic signal modernizations and interconnects on M-21, M-37, M-44, M-45, M-46, M-57, M-66, and US-131 at 16 locations in the cities of Grand Rapids, Greenville, Muskegon, and Walker, and the village of Barryton, Kent, Mecosta, Montcalm, and Muskegon Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 1,336,712.04	\$ 1,332,072.04	1 **
J. Ranck Electric, Inc.	\$ 1,348,230.56	Same	2
D V T Electric, Inc.	\$ 1,410,590.75	Same	3
J.R. Howell; Airport Lighting, LLC	\$ 1,474,527.42	Same	4
Rauhorn Electric, Inc.	\$ 1,487,803.32	Same	5
Metropolitan Power and Lighting	\$ 1,488,888.88	Same	6
Severance Electric Co., Inc.	\$ 1,545,495.06	Same	7
InfraSource Construction, LLC	\$ 2,259,062.10	Same	8
Martell Electric, LLC			
Windemuller Electric, Inc.			

8 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

105986A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Sign upgrade.

Selection: Low Bid.

Zip Code: 49525.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48706.

157. LETTING OF OCTOBER 01, 2010
 PROPOSAL 1010024 \$ ENG. EST. \$ LOW BID
 PROJECT NH 77032-110776 \$ 42,430.66 \$ 33,280.00
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 15, 2011
 COMPLETION DATE - MAY 28, 2011 -21.57 %

1.98 mi of hot mix asphalt crack treatment on I-94BL from south of Quay Street to Hancock Street in the city of Port Huron, St. Clair County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 33,280.00	Same	1 **
Scodeller Construction, Inc.	\$ 33,991.52	Same	2
Fahrner Asphalt Sealers, L.L.C.	\$ 48,683.32	Same	3
Interstate Sealant & Concrete, Inc.			
Michigan Joint Sealing, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

110776A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

Funding Source:

110704A

Federal Highway Administration Funds 81.85 %
State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48216.

159.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010026	\$ 495,237.20	\$ 463,000.00
	PROJECT M 82900-M71082		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		-6.51 %

Guardrail repair on an as-needed basis on various state routes, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rite Way Fence, Inc.	\$ 463,000.00	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 492,900.00	Same	2
J. Ranck Electric, Inc.	\$ 519,197.52	Same	3
Future Fence Company	\$ 779,433.00	Same	4
RMD Holdings, Ltd.			
Snowden, Inc.			
J & J Contracting, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M71082

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48180-TSC-wide.

LOCAL PROJECTS

160.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009626	\$ 436,505.50	\$ 339,534.10
	PROJECT STH 82609-108664		
	LOCAL AGRMT. 10-5648		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 30, 2011		-22.22 %

0.77 mi of traffic signal upgrades, pedestrian countdown signal, box span installation, and ADA sidewalk ramp upgrades on Beaconsfield Road at Eastlund Village Drive, Damman Avenue, Eastwood Avenue, and Woodside Avenue in the city of Harper Woods, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 339,534.10	Same	1 **
Motor City Electric Utilities Comp	\$ 372,040.71	Same	2
Metropolitan Power and Lighting	\$ 374,880.80	Same	3
J. Ranck Electric, Inc.	\$ 380,419.54	Same	4
Severance Electric Co., Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

108664A

Federal Highway Administration Funds	80.00 %
City of Harper Woods	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48225.

161.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010001	\$ 856,098.66	\$ 747,994.92
	PROJECT STH 17555-89918, ETC		
	LOCAL AGRMT. 10-5625		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2011		-12.63 %

8.46 mi of shoulders, earth excavation, aggregate base, hot mix asphalt paving, pavement markings, and traffic control on North Caribou Lake Road from M-48 to DeTour Village and at Spring Bay Road, Chippewa County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 747,994.92	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 775,185.27	Same	2
Bacco Construction Company	\$ 928,434.63	Same	3
Jack Dykstra Excavating, Inc.			
M & M Excavating Company			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

108589A		
Chippewa County		20.00 %
Federal Highway Administration Funds		80.00 %
89918A		
Chippewa County		20.00 %
Federal Highway Administration Funds		55.00 %
State Restricted Trunkline Funds		25.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49780.

162.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010002	\$ 791,062.16	\$ 593,617.40
	PROJECT EDDF 66555-78913		
	LOCAL AGRMT. 10-5429		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2011		-24.96 %

4.60 mi of hot mix asphalt crushing, shaping, and surfacing, aggregate shoulders, and guardrail on Firesteel Road from Airport Road to Flintsteel River, Ontonagon County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 593,617.40	Same	1 **
Mathy Construction Company	\$ 673,372.08	Same	2
Bacco Construction Company	\$ 764,057.00	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78913A

Federal Highway Administration Funds	44.00 %
State Restricted Trunkline Funds	56.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49953.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

106797A
 St Clair County 18.15 %
 Federal Highway Administration Funds 81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48074.

164. LETTING OF OCTOBER 01, 2010
 PROPOSAL 1010004 \$ ENG. EST. LOW BID
 PROJECT BHT 62009-102629 \$ 704,773.00 \$ 665,520.36
 LOCAL AGRMT. 10-5623 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2011 -5.57 %

Superstructure replacement with prestressed spread concrete box beam, substructure modification, modular block retaining wall, and related approach work on Green Avenue over White River, Newaygo County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 665,520.36	Same	1 **
Anlaan Corporation	\$ 666,555.00	Same	2
J. Slagter & Son Construction Co.	\$ 678,945.60	Same	3
L. W. Lamb, Inc.	\$ 681,014.00	Same	4
Nashville Construction Company	\$ 700,612.95	Same	5
Milbocker and Sons, Inc.	\$ 712,598.55	Same	6
S-L and H Contractors Incorporated	\$ 761,704.86	Same	7
C. A. Hull Co., Inc.			
Walter Toebe Construction Company			
Davis Construction, Inc.			
Kamminga & Roodvoets, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102629A

Newaygo County	5.26 %
Federal Highway Administration Funds	79.78 %
State Restricted Trunkline Funds	14.96 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49421.

165.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010007	\$ 450,407.44	\$ 347,224.75
	PROJECT BRT 50003-105323		
	LOCAL AGRMT. 10-5635		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 15, 2011		-22.91 %

Bridge removal and replacement along with minor approach work including hot mix asphalt paving and guardrail placement on 26 Mile Road at Kirkham Drain, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Construction	\$ 347,224.75	Same	1 **
Pamar Enterprises, Inc.	\$ 350,002.37	Same	2
Angelo Iafrate Construction Company	\$ 353,722.21	Same	3
Dan's Excavating, Inc.	\$ 359,997.49	Same	4
DiPonio Contracting, Inc.	\$ 378,993.86	Same	5
L.J. Construction, Inc.	\$ 392,782.00	Same	6
Boddy Construction Company, Inc.	\$ 437,787.13	Same	7
Zito Construction	\$ 446,961.81	Same	8
S-L and H Contractors Incorporated	\$ 467,399.16	Same	9
Anlaan Corporation	\$ 484,053.21	Same	10
Adamo Group Inc.	\$ 523,088.75	Same	11
Posen Construction, Inc.			
Teltow Contracting, Inc.			
C. A. Hull Co., Inc.			
Brenca Contractors, Inc.			
Service Construction, L.L.C.			
Walter Toebe Construction Company			
Ajax Paving Industries, Inc.			
D.L.F., Inc.			
D & M Contracting, Inc.			
J. Slagter & Son Construction Co.			
McDowell Construction, L.L.C.			
Nashville Construction Company			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

105323A

Macomb County	5.48 %
Federal Highway Administration Funds	79.60 %
State Restricted Trunkline Funds	14.92 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Funding Source:

108591A

Dickinson County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49892.

167.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010009	\$ 87,100.50	\$ 68,757.40
	PROJECT STU 81075-110855		
	LOCAL AGRMT. 10-5632		% OVER/UNDER EST.
	START DATE - JUNE 06, 2011		
	COMPLETION DATE - 30 calendar days		-21.06 %

3.15 mi of concrete patches, joint repair, and intermittent concrete curb and gutter replacement on Baker Road from I-94 to Jackson Road and on Jackson Road from Honey Creek to Wagner Road, Washtenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kelcris Corporation	\$ 68,757.40	Same	1 **
Fiore Enterprises LLC	\$ 74,848.60	Same	2
Florence Cement Company	\$ 76,738.85	Same	3
Doan Construction Co.	\$ 79,796.60	Same	4
J. Slagter & Son Construction Co.	\$ 82,563.65	Same	5
Causie Contracting, Inc.	\$ 85,250.81	Same	6
Goretski's Construction Company	\$ 87,268.30	Same	7
C & D Hughes, Inc.	\$ 88,167.60	Same	8
Snowden, Inc.			
Eastlund Concrete Construction			
Tony Angelo Cement Construction Co.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

110855A

Washtenaw County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48103.

168.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010011	\$ 111,345.00	\$ 99,509.55
	PROJECT CMG 25400-110949		
	LOCAL AGRMT. 10-5653		% OVER/UNDER EST.
	START DATE - APRIL 02, 2011		
	COMPLETION DATE - JUNE 30, 2011		-10.63 %

0.40 mi of hot mix asphalt shared use pathway construction and concrete sidewalk ADA ramps on Dort Highway from Edward Street to Gibson Road, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction	\$ 99,509.55	Same	1 **
Heystek Contracting, Inc.	\$ 109,977.00	Same	2
Wagner Excavating, Inc.	\$ 112,927.00	Same	3
Barrett Paving Materials Inc.	\$ 115,604.00	Same	4
Service Construction, L.L.C.	\$ 116,484.05	Same	5
L. A. Construction, Corp.	\$ 117,122.82	Same	6
Tri-City Groundbreakers, Inc.	\$ 118,580.55	Same	7
L & M Landshaping, Inc.	\$ 119,688.45	Same	8
Jack Fick Excavating, Inc.	\$ 121,356.85	Same	9
L.J. Construction, Inc.	\$ 122,483.50	Same	10
Capozzo & Sons Excavating, Inc.	\$ 134,107.04	Same	11
Florence Cement Company	\$ 140,410.85	Same	12
Milbocker and Sons, Inc.			
Ajax Paving Industries, Inc.			
Cadillac Asphalt, L.L.C.			
Dean Holmes Excavating, Ltd.			
Pyramid Paving and Contracting Co.			
Lois Kay Contracting Co.			
Pro-Line Asphalt Paving Corp.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

110949A

Genesee County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

108617A

Federal Highway Administration Funds	80.00 %
City of Grand Rapids	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49503.

171.	LETTING OF OCTOBER 01, 2010	ENG. EST.	LOW BID
	PROPOSAL 1010015	\$ 122,716.00	\$ 80,408.44
	PROJECT STL 82457-111203		
	LOCAL AGRMT. 10-5633		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 15 working days		-34.48 %

0.04 mi of hot mix asphalt cold milling and resurfacing, grade establishment, guardrail improvements, culvert extension, and pavement markings on Judd Road at Clark Road, Wayne County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials Inc.	\$ 80,408.44	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 89,193.70	Same	2
Florence Cement Company	\$ 95,916.75	Same	3
Ajax Paving Industries, Inc.	\$ 100,474.79	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

111203A	
Wayne County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48111.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49022.

173. LETTING OF OCTOBER 01, 2010
 PROPOSAL 1010017 ENG. EST. LOW BID
 \$ 1,278,597.00 \$ 1,016,517.25
 PROJECT STE 25049-102753
 LOCAL AGRMT. 10-5660 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 10, 2011 -20.50 %

2.75 mi of hot mix asphalt non-motorized path, concrete pathway, wood boardwalk, aggregate base, clearing, and grading on Grand Blanc Road from east of I-75 northerly to the intersection of Hill Road and Grand Pointe Boulevard, Genesee County.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.J. Construction, Inc.	\$ 1,016,517.25	Same	1 **
Novak Construction	\$ 1,044,713.00	Same	2
Zito Construction	\$ 1,074,580.04	Same	3
Dean Holmes Excavating, Ltd.	\$ 1,094,561.33	Same	4
L. A. Construction, Corp.	\$ 1,152,572.34	Same	5
Pro-Line Asphalt Paving Corp.	\$ 1,154,553.73	Same	6
C L Trucking & Excavating, LLC	\$ 1,191,605.72	Same	7
Nashville Construction Company	\$ 1,192,984.44	Same	8
Fonson, Inc.	\$ 1,219,216.19	Same	9
Tri-City Groundbreakers, Inc.	\$ 1,223,000.00	Same	10
Angelo Iafrate Construction Company	\$ 1,224,590.47	Same	11
Heystek Contracting, Inc.	\$ 1,239,643.95	Same	12
Florence Cement Company	\$ 1,258,137.67	Same	13
Warren Contractors & Development	\$ 1,262,703.00	Same	14
San Marino Excavating, Inc.	\$ 1,265,358.83	Same	15
Champagne and Marx Excavating, Inc.	\$ 1,347,693.32	Same	16
C. A. Hull Co., Inc.			
Posen Construction, Inc.			
Cadillac Asphalt, L.L.C.			
D. J. McQuestion & Sons, Inc.			
C & D Hughes, Inc.			
Crawford Contracting, Inc.			
Rohde Bros. Excavating, Inc.			
Wooten Contracting Co.			
Milbocker and Sons, Inc.			
Anlaan Corporation			
Ajax Paving Industries, Inc.			

16 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

Source of Funds:

102753A

Genesee County	30.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	70.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 48439.

EXTRAS

174. **Extra 2010-121**

Control Section/Job Number: 82457-52174 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	(405,823.23)	- 3.99%
Total of Extras/Adjustments (Approved to Date):	4,302,069.82	+ 42.30%
Total of Negative Adjustments (Approved to Date):	(27,904.98)	- 0.27%
THIS REQUEST	<u>3,450.00</u>	<u>+ 0.03%</u>
Revised Total	<u>\$14,042,179.53</u>	+ 38.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 38.04% over the original budget for an **Authorized to Date Amount** of \$14,038,729.53.

Approval of this extra will place the authorized status of the contract 38.07% or \$3,871,791.61 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-085	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08
2008-131	33	\$1,392,435.00	09/02/08
2008-138	23, 25, 26, 27, 28, 29, 31	\$373,605.80	09/02/08
2008-170	22, 30, 32, 34	\$39,358.15	11/05/08
2009-026	35 r. 2, 36 r. 1	\$463,836.34	02/03/09
2009-035	37, 38, 39, 41, 42, 43	\$44,477.45	03/04/09
2009-064	44, 46, 47, 48, 55	\$127,838.28	06/16/09
2009-096	56, 57, 58, 59, 60, 61, 62, 63, 64, 65	\$405,701.65	07/21/09
2009-144	67 r. 2, 68 r. 1, 70 r. 1, 72 r. 1, 73	\$224,925.76	09/30/09
2009-160	76	\$102,059.81	12/01/09
2010-037	77 r. 1, 78, 79, 80, 81, 82, 83, 85, 87	\$184,398.28	03/02/10
2010-063	90, 91, 94, 95	\$35,683.57	05/04/10
2010-091	98, 102 r.1	\$24,718.53	08/03/10
2010-115	109 r.1	\$4,720.58	09/14/10

Contract Modification Number(s): 110

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 110

ADA Detectable Warning Insert-Extra	3,450.00 Dlr @ \$1.00/Dlr	\$3,450.00
Total		<u>\$3,450.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 110

In accordance with new requirements of the Americans with Disabilities Act (ADA), Accessibility and Guidelines, and in conjunction with current Wayne County Special Provision WC803 (B), the acceptable method of establishing detectable warning surfaces for ADA sidewalk ramps no longer permits the use of a stamping template as provided in the original contract. Therefore, to comply with current standards for new construction of ADA sidewalk ramps at street crossings and related pedestrian facilities in the public right-of-way, the placement of composite tactile or "inserts" was implemented. This change was approved by Mr. G. K. Dahoui, Division Construction Engineer and the MDOT Metro Region Local Government Engineer.

With the implemented changes of supplying and installing the required "inserts", it was agreed that the contractor would be compensated for the invoice price of the material and any appropriate markups, in addition to the original contract unit price for ADA sidewalk ramp. There are no offsetting items of work. The extra cost for ADA Detectable Warning Insert-Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the actual costs for invoice materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its September 30, 2010, meeting, and are now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

175. **Extra 2010-123**

Control Section/Job Number: 28555-35580 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extras exceed the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Elmer's Crane and Dozer, Inc.
3600 Rennie School Rd
Traverse City MI 49684-9170

Designed By: Grand Traverse County Road Commission
Engineer's Estimate: \$ 982,135.55

Description of Project:

0.98 mi of road reconstruction and realignment including minor curve relocation, tree removal, drainage structures, erosion control, aggregate base, shoulder, hot mix asphalt paving, and pavement markings on Cedar Run Road from Gray Road to Harris Road, Grand Traverse County.

Administrative Board Approval Date:	March 16, 2010	
Contract Date:	April 15, 2010	
Original Contract Amount:	\$589,451.61	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>62,280.53</u>	<u>+ 10.57%</u>
Revised Total	<u>\$651,732.14</u>	+ 10.57%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$589,451.61.

Approval of this extra will place the authorized status of the contract 10.57% or \$62,280.53 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Removing Rubbish, Special	1,156.71 Ton @ \$44.64/Ton	\$51,635.53
Sewer Bulkhead, 15 inch	2.00 Ea @ \$125.00/Ea	250.00
Subgrade Undercutting, Type II	1,260.00 Cyd @ \$8.25/Cyd	<u>10,395.00</u>
Total		<u>\$62,280.53</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 1

In the course of earthwork operations, subsurface rubbish material was encountered near project station 51 +50 through station 55+00. This was not identified by previous soil investigation on the project. This material is not suitable for a roadbed; therefore, it must be excavated, hauled to a Class II landfill, and the area backfilled with a class II sand material. The quantity unit of measurements is based on the weight of the excavated material. The contractor's work operations include disposing the excavated material to a Class II landfill and supplying, placing, and compacting the sand material. This extra work is in accordance per Section 205.04.B.2 and 103.02.C of the 2003 Standard Specifications for Construction. The extra cost for Removing Rubbish, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when the project engineer consulted with the MDOT TSC delivery engineer for similar prices comparisons for this unique specialty item of work.

A concrete culvert was discovered about 15' below road grade. Afterwards, this culvert was determined to be a non-functional culvert for the project. The culvert end sections were removed and the contractor plugged (Sewer Bulkhead, 15 inch) both ends of pipe to avoid future maintenance issues. The extra cost for Sewer Bulkhead, 15 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

An unstable clay material area was encountered near project station 41+30 through station 43+00 that was not identified by previous soil borings. The undesirable roadbed area was excavated, disposed of and replaced with a class II sand material to provide a stable roadbed base. The extra cost for Subgrade Undercutting, Type II was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its September 30, 2010, meeting, and are now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80% State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49684.

176. **Extra 2010-124**

Control Section/Job Number: 73021-106478 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Tony Angelo Cement Construction Company
46850 Grand River Avenue
Novi, MI 48374-1327

Designed By: MDOT

Engineer's Estimate: \$ 2,155,868.49

Description of Project:

6.00 mi of concrete joint repairs, crack sealing, and joint sealing on M-57 from Gasper Road easterly to Sheridan Road (M-13), Saginaw County.

Administrative Board Approval Date:	January 19, 2010	
Contract Date:	February 02, 2010	
Original Contract Amount:	\$1,864,098.33	
Total of Overruns/Changes (Approved to Date):	(415,701.01)	- 22.30%
Total of Extras/Adjustments (Approved to Date):	415,701.00	+ 22.30%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>155,781.22</u>	+ 8.36%
Revised Total	<u>\$2,019,879.54</u>	8.36%

Offset Information

Total Offsets This Request	(\$40,300.00)	- 2.16%
Net Revised Request	\$115,481.22	+ 6.20%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,864,098.32.

Approval of this extra will place the authorized status of the contract 8.36% or \$155,781.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-083	1 r.1	\$415,701.00	07/06/10

Contract Modification Number(s): 2 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Flag Control	1.00 LS @ \$89,295.52/LS	\$89,295.52
Trenching, Revised MOT	310.00 Sta @ \$214.47/Sta	66,485.70
Total		<u>\$155,781.22</u>

CM 2 Offset Information

Trenching	-620.00 Sta @ \$65.00/Sta	<u>(\$40,300.00)</u>
Total		<u>(\$40,300.00)</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 2

The contract plans called for removing 2-ft of the existing 9-ft shoulders using a trenching operation, and adding on 4-ft of HMA to the existing eastbound and westbound M-57 shoulders to maintain traffic. The plans showed the existing hot mix asphalt shoulder as 4-in thick, but actual site conditions revealed a 1.5-in shoulder. In order to safely maintain traffic on the shoulders, avoid pavement failures and significant HMA quantity increases, the contractor was directed to revise the maintaining traffic plan. The entire eastbound M-57 shoulder was removed and replaced with an 11-ft, four-in thick HMA shoulder by compensating the contractor with a new extra item of work as, Trenching, Revised MOT. Traffic was maintained on the eastbound shoulder. The westbound shoulder remained as-is and additional flag control was necessary to remove the eastbound M-57 shoulder and patch the eastbound M-57 lanes. The original trenching item was set up for one 4-ft wide pass. The revised trenching is 11-ft wide and took two passes. Trenched material needed to be hauled off site due to increase-excavated material, which would not have been necessary with the original trenching item. This plan was developed and agreed to by the engineer, MDOT, and the contractor. The extra cost for Flag Control and Trenching, Revised MOT was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs have been negotiated with the Contractor and are deemed reasonable when compared to the Average Unit Price (AUP) for the described change in the work. It is anticipated that the extra costs for trenching and flagging will be offset by eliminating all work on the WB M-57 shoulder.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 30, 2010 meeting, and is now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline Funds, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48616.

177. **Extra 2010-125**

Control Section/Job Number: 49023-79116 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT
Engineer's Estimate: \$2,894,480.81

Description of Project:

Deck replacement, steel repair, partial painting, and joint replacement on US-2 over Cut River and over Millecoquin River, Mackinac County.

Administrative Board Approval Date:	February 5, 2008	
Contract Date:	February 5, 2008	
Original Contract Amount:	\$3,075,998.03	
Total of Overruns/Changes (Approved to Date):	107,322.02	+ 3.49%
Total of Extras/Adjustments (Approved to Date):	414,718.40	+ 13.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,349.33</u>	<u>+ 0.89%</u>
Revised Total	<u>\$3,625,387.78</u>	+ 17.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.97% over the original budget for an **Authorized to Date Amount** of \$3,598,038.45.

Approval of this extra will place the authorized status of the contract 17.86% or \$549,389.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-019	7	\$205,808.50	02/03/09
2010-080	13 r.1	\$40,487.82	07/06/10
2010-101	8	\$3,032.57	08/03/10

Contract Modification Number(s): 29

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 29

79116A:

Multi-Season, HMA 13A, Unit Price Adj	3,974.52 Ton @ \$5.50/Ton	\$21,859.86
Multi-Season, HMA 4E3, Unit Price Adj	178.67 Ton @ \$5.00/Ton	893.35
Multi-Season, HMA Approach, Unit Price Adj	200.00 Ton @ \$5.00/Ton	1,000.00
Multi-Season, Shoulder, CI II, LM, Unit Price Adj	484.00 Cyd @ \$7.43/Cyd	<u>3,596.12</u>
Total		<u>\$27,349.33</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 29

Due to implications with the Cut River Bridge's existing beam structure, this project was extended into the 2010 Construction Season. The original contract open to traffic date was August 29, 2008; the actual open to traffic date was extended until October 26, 2009. However, the resurfacing of the Cut River Road used for the project's detour route was postponed to the spring of 2010 due to inclement weather late in the 2009 construction season. In accordance with Section 103.03 of the 2003 Standard Specifications for Construction, an adjustment will be made where there is a change to the contract made by the engineer. The change can be attributed in the implications on the bridge, thereby delaying the paving to ensure a quality product is constructed during the resurfacing operations. The adjustment is to the unit prices authorized in the contract for the HMA surfacing and gravel shoulder items on the detour route. The extra cost for the Multi-Season, HMA 4E3, Unit Price Adj and Multi-Season, HMA Approach, Unit Price Adj and Multi-Season, Shoulder, CI II, LM, Unit Price Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index for the overall adjusted unit price.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its September 30, 2010, meeting, and is now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

79116A: FHWA, 80%; State Restricted Trunklines, 20%; unless otherwise noted.

100475A: FHWA, 80%; State Restricted Trunklines, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49760.

178. **Extra 2010-126**

Control Section/Job Number: 33006-102528 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extras exceed the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Icarus Industrial Painting & Contracting
415 Westchester Ln
Valparaiso IN 46385-8000

Designed By: AECOM
Engineer's Estimate: \$ 809,618.14

Description of Project:

Expansion joint replacement, partial and full painting of structural steel, deck patching, and crack sealing on Kalamazoo Street over Grand River and on Pennsylvania Avenue over Red Cedar River in the City of Lansing, Ingham County.

Administrative Board Approval Date:	March 16, 2010	
Contract Date:	April 8, 2010	
Original Contract Amount:	\$614,928.20	
Total of Overruns/Changes (Approved to Date):	0.00	- 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>197,514.85</u>	<u>+ 32.12%</u>
Revised Total	<u>\$812,443.05</u>	+ 32.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$614,928.20.

Approval of this extra will place the authorized status of the contract 32.12% or \$197,514.85 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 1, 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

102528A:

Bridge Deck Surface Construction	2,416.00 Syd @ \$19.00/Syd	\$45,904.00
Conc, Silica Fume Modified	202.00 Cyd @ \$385.25/Cyd	77,820.50
Latex Conc Surface, Rem	2,416.00 Syd @ \$4.60/Syd	11,113.60
Total		<u>\$134,838.10</u>

CM 2

102529A:

Bridge Deck Surface Construction	1,105.00 Syd @ \$19.00/Syd	\$20,995.00
Conc, Silica Fume Modified	95.00 Cyd @ \$385.25/Cyd	36,598.75
Latex Conc Surface, Rem	1,105.00 Syd @ \$4.60/Syd	5,083.00
Total		<u>\$62,676.75</u>

Grand Total

\$197,514.85

Reason(s) for Extra(s)/Adjustment(s):

CM 1

This contract modification applies to the structure located at Kalamazoo Street over the Grand River. The current demo area for spot repair is significantly in excess of the plan estimate and the City of Lansing is concerned about the final product and ride quality of the bridge deck. The city raised this issue in the first progress meeting and discussed the feasibility of milling the top surface and providing a new overlay. A meeting with the city and MDOT's Lansing TSC was held to discuss the condition of the structure. Due to the extent of the patching required for the above referenced bridge deck, the city completed a cost comparison between rehabilitation utilizing proposed hand chipping and multiple deck patches to a full surface replacement. The surface replacement technique consisted of removing the latex concrete surface, preparation of the bridge deck surface and placing a complete concrete surface with a silica fume modified concrete. The change in will benefit in structure longevity and safety to the motorist. The city estimated an overall increase in costs with the extra work and offsetting items at \$54,159.00. This will be balanced when the final quantities have been determined. The extra cost for Bridge Deck Surface Construction and Conc, Silica Fume Modified and Latex Conc Surface, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 2

This contract modification applies to the structure located at Pennsylvania Avenue over the Red Cedar River. The current demo area for spot repair is significantly in excess of the plan estimate, and the City of Lansing is concerned about the final product and ride quality of the bridge deck. The city discussed the feasibility of milling the top surface and providing a new overlay. A meeting with the city and MDOT's Lansing TSC was held to discuss the condition of the structure. Due to the extent of the patching required for the above referenced bridge deck, the decision was made to eliminate the deck patchwork and construct a full uniform concrete surface. The surface replacement technique consisted of removing the latex concrete surface, preparation of the bridge deck surface and placing a complete concrete surface with a silica fume modified concrete. The change in will benefit in structure longevity and safety to the motorist. This proposed work will be offset with existing contract quantities after the completion of the work. The extra cost for Bridge Deck Surface Construction and Conc, Silica Fume Modified and Latex Conc Surface, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its September 30, 2010, meeting, and are now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

102528A: City of Lansing, 5%; State Restricted Trunkline, 95%, unless otherwise noted.

102529A: City of Lansing, 6.24%; State Restricted Trunkline, 93.76%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48912.

179. **Extra 2010-127**

Control Section/Job Number: 63101-47171 MDOT Project

State Administrative Board - This project has at least one extra or a group of related extras that exceed the \$100,000 limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Bergmann Associates
Access Engineering, Inc.
Mansell Associates, Inc.
URS Surface Transportation

Engineer's Estimate: \$46,784,977.43

Description of Project:

4.08 mi of freeway reconstruction, concrete pavement repair, hot mix asphalt overlay, ramp reconstruction, auxiliary lane construction, bridge replacements, bridge repair, signing, pavement marking, and MITS on I-96 and I-696 from west of the CSX railroad easterly to west of Halsted Road in the cities of Novi and Farmington Hills, Oakland County. This project includes a 2 year bridge painting warranty and three 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	December 2, 2008	
Contract Date:	February 17, 2009	
Original Contract Amount:	\$46,418,157.34	
Total of Overruns/Changes (Approved to Date):	(272,686.75)	- 0.59%
Total of Extras/Adjustments (Approved to Date):	2,206,145.40	+ 4.75%
Total of Negative Adjustments (Approved to Date):	(60,543.49)	- 0.13 %
THIS REQUEST	<u>\$402,641.04</u>	<u>+ 0.87 %</u>
Revised Total	<u>\$48,693,713.54</u>	+ 4.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.03% over the original budget for an **Authorized to Date Amount** of \$48,291,072.50.

Approval of this extra will place the authorized status of the contract 4.90% or \$2,275,556.20 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-104	1	\$1,117,367.00	08/04/09
2009-138	2 r. 3	\$618,400.30	09/30/09
2009-149	8	\$131,092.50	11/03/09

Contract Modification Number(s): 34 r.1, 35 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 34

47171A

HMA, Temp Pavt (3C)	3,641.78 Ton @ \$68.00/Ton	\$247,641.04
Total		<u>\$247,641.04</u>

CM 35

88947A

Soils Analysis and Remediation		
Handling of H Pile	30,000.00 Dlr @ \$1.00/Dlr	\$30,000.00
VECP 003 R02-3 and R02-4 Footing Change	125,000.00 Dlr @ \$1.00/Dlr	125,000.00
Total		<u>\$155,000.00</u>

Grand Total

\$402,641.04

Reason(s) for Extra(s)/Adjustment(s):

CM 34

To facilitate the maintenance of two lanes on the 1-96/696 eastbound and westbound connectors, the contractor was directed to construct additional widening on the outside and median shoulders. As part of the terms of changing the traffic staging, an agreement was made to substitute the material HMA, 3C for the entire temporary pavement, initially set up as material type 3E3, 4E3, and 5E3. This change was implemented for cost savings with no detrimental impact to the project. The overall cost savings to use the material 3C is \$3.58 per ton, and the temporary pavement was only needed for a short period to maintain traffic while the permanent pavement was being constructed. This was negotiated with the contractor and agreed to with MDOT and The FHWA. With the value noted above, this temporary pavement was also expanded for use in several other areas of this project. These areas included the replacement of severely deteriorated shoulders to allow for maintenance of traffic; Ramp C gore area at Novi Road to maintain traffic; temporary median crossovers to maintain traffic; and the temporary widening of eastbound 1-96, to facilitate the maintenance of traffic, as described in a previously approved value engineering change proposal 001. It is noted by the project office, savings realized from a Value Engineering Change Proposal (VECP) 001 will offset the increased cost of this. These quantities and costs are being tracked, and will be calculated and agreed to at the conclusion of work related to this VECP 001. The extra cost for HMA, Temp Pavt (3C) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index, and a comparison was used in similar items in the contract.

CM 35

VECP 003 was submitted by the contractor. The VECP was submitted per the requirements in the Special Provision for VECP, as contained in the project proposal. The contractor submitted a VECP that will address concerns with the existing bridge that carries six lanes of I-96 freeway traffic over the CSX Rail Road, which could incur significant settlement during the foundation piling installation for the adjacent replacement structure. To minimize the risk of such settlement, the contractor proposed the elimination of the foundation piling, and changing to a spread footing design. This concept was discussed at length at an April 6, 2010, meeting with the contractor, MDOT (soils, construction, and design), and the relevant Consultant firms. Subsequent approval for this change from the CSX Railroad and the FHWA was obtained, and the contractor proceeded with the necessary engineering to formally submit a spread footing design. The basis for this VECP acceptance is the settlement concern (highlighted by the settlement observed on the site when driving sheet pile for the stage construction); however, as an added benefit a cost and time savings will be realized.

The change from a pile supported 8'8" wide footing to a 12' wide spread footing (no change in length) for both R02-3 and R02-4 bridges was submitted, reviewed, and approved by the bridge design team. In addition, a new item was needed as part of the VECP for the handling of the steel foundation pile. This estimated cost will be deducted from the total VECP savings on a future balancing contract modification. This cost is necessary for the contractor to obtain additional soil borings and analysis to design the spread footing, plus the costs to bring the foundation piling back to their yard that had already been delivered to the jobsite. It must be noted that the contractor agreed to take back the foundation piling specifically purchased to this project without any material costs charged to MDOT. The VECP was submitted with a preliminary cost savings estimate in the amount of \$257,717.20. The contractor is to receive one-half of the net savings; therefore, this contract modification will authorize payment to the contractor in the budget amount of \$128,858.60. It is expected that field modifications (foundation undercuts, etc.) will affect the final savings. These will be tracked and balanced out as work progresses and the VECP net savings appropriately adjusted. The cost for Soils Analysis and Remediation Handling of H Pile and VECP 003 R02-3 and R02-4 Footing Change was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its September 30, 2010 meeting, and are now recommended for approval by the State Administrative Board on October 19, 2010.

VECP Criticality: These extras are critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

47171A: FHWA, 90.00%; State Restricted Trunkline, 8.99%; City of Farmington Hills, 0.27%; City of Novi, 0.74%; unless otherwise noted.

59291A: FHWA, 90.00%, State Restricted Trunkline, 8.90%; City of Novi, 1.05%; City of Farmington Hills, 0.05 %; unless otherwise noted.

78628A: FHWA, 69.64%; State Restricted Trunkline, 15.84%; City of Farmington Hills, 14.52%; unless otherwise noted.

79790A: FHWA, 80.00%; State Restricted Trunkline, 18.97 %; City of Novi, 1.03%; unless otherwise noted.

81109A: FHWA, 90.00%; State Restricted Trunkline, 9.26%; City of Novi, 0.74%; unless otherwise noted.

81379A: FHWA, 90.00%; State Restricted Trunkline, 8.90%; City of Novi, 1.10%; unless otherwise noted.

84561A: FHWA, 90.00%; State Restricted Trunkline, 8.89%; City of Novi 1.11%; unless otherwise noted.

88947A: FHWA, 90.00%; State Restricted Trunkline, 8.90%; City of Novi 1.10%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48377.

180. **Extra 2010-128**

Control Section/Job Number: 69013-89440 MDOT Project

State Administrative Board - This project exceeds \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: M & M Excavating Company
17 Old State Road
Gaylord MI 49735-7655

Designed By: DLZ
Engineer's Estimate: \$ 9,228,478.38

Description of Project:

2.81 mi of hot mix asphalt road reconstruction including earthwork, storm sewer, concrete curb and gutter, traffic signal, permanent signs and 2 new bridge structures on I-75 from north of I-75BL northerly to south of M-32 and on northbound and southbound I-75 over Millbocker/McCoy Road, Otsego County.

Administrative Board Approval Date:	May 06, 2008	
Contract Date:	May 09, 2008	
Original Contract Amount:	\$8,919,548.42	
Total of Overruns/Changes (Approved to Date):	31,660.26	+ 0.35%
Total of Extras/Adjustments (Approved to Date):	262,816.71	+ 2.95%
Total of Negative Adjustments (Approved to Date):	(5,974.77)	- 0.07%
THIS REQUEST	<u>149,400.00</u>	<u>+ 1.67%</u>
Revised Total	<u>\$9,357,450.62</u>	+ 4.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.23% over the original budget for an **Authorized to Date Amount** of \$9,208,050.62.

Approval of this extra will place the authorized status of the contract 4.90% or \$437,902.20 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-071	11	\$170,208.18	06/01/10

Contract Modification Number(s): 10 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

89440A

DLZ share of stump claim settlement	149,400.00 Dlr @ \$1.00/Dlr	<u>\$149,400.00</u>
Total		<u>\$149,400.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 10

This extra item is being set up to compensate the contractor for portions of the negotiated cost settlement on the project. Contract modification 10 contains increases and decreases of original contract items and this extra item of work. Whereas, the contract modification states: This contract modification shall resolve any and all disputes concerning the measurement and payment for the contract bid items, Stump, Rem, 6 inch to 18 inch and Clearing. It is understood and agreed that when payment authorized under this contract modification and contract modification #11 is tendered by MDOT to M & M, that M & M will dismiss, with prejudice, all claims made against MDOT in Court of Claims case #09-112-MK.

Due to the error and omission of this work on the plans, the design consultant is reimbursing the department for a significant part of the cost. The Contract Services Division will use this item for billing purposes on the issue. The above was discussed and approved by Kurt Zachary, FHWA Area Engineer on April 26, 2010. The extra cost for DLZ's share of stump claim settlement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is 100 percent funded by the consulting firm DLZ.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

102144A: FHWA, 80%; Otsego County, 20%; unless otherwise noted.

89440: 0001 FHWA, 80%; Otsego County, 20%; unless otherwise noted. 0003 100% DLZ

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49735.

181. **Extra 2010-129**

Control Section/Job Number: 82194-37795 MDOT Project

State Administrative Board - This project has at least one extra or a group of related extras that exceed the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT
Engineer's Estimate: \$165,313,031.32

Description of Project:

2.66 mi of concrete road reconstruction, 3.00 mi of retaining wall construction and 24 structure rehabilitations on I-75 from Clark Street to 14th Street and on I-96 from I-75 to south of Martin Luther King Boulevard in the city of Detroit, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	June 27, 2007	
Original Contract Amount:	\$168,520,599.30	
Total of Overruns/Changes (Approved to Date):	6,290,518.56	+ 3.73%
Total of Extras/Adjustments (Approved to Date):	4,529,511.05	+ 2.69%
Total of Negative Adjustments (Approved to Date):	(47,915.97)	- 0.03%
THIS REQUEST	<u>163,688.40</u>	+ 0.10%
Revised Total	<u>\$179,456,401.34</u>	+ 6.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.39% over the original budget for an **Authorized to Date Amount** of \$179,292,712.94.

Approval of this extra will place the authorized status of the contract 6.49% or \$10,935,802.04 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-181	5	\$1,134,246.61	12/04/07
2008-119	26 r. 2	\$153,118.99	08/19/08
2009-093	119	\$156,367.76	07/21/09
2010-088	187 r.2	\$350,000.00	07/06/10

Contract Modification Number(s): 311 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 311

37795A:

Pavt, Repr, Reinf Conc, 15 inch	1,200.00 Syd @ \$100.80/Syd	\$120,960.00
Pavt Repr, Rem	1,200.00 Syd @ \$21.22/Syd	25,464.00
Pavt Repr, Conc, Moving from Repr to Repr	40.00 Ea @ \$16.98/Ea	679.20
Reseal Longit Joints w/Hot Poured Rubber	1,340.00 Ft @ \$2.23/Ft	2,988.20
Reseal Transv Joints w/Hot Poured Rubber	100.00 Ft @ \$2.23/Ft	223.00
Saw Cut, Intermediate	1,800.00 Ft @ \$7.43/Ft	<u>13,374.00</u>
Total		<u>\$163,688.40</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 311

MDOT directed the contractor to place pavement repairs on Fort Street (M-85). This extra work was necessary because of the deterioration to Fort Street caused by detour traffic from the gateway project. The work operations included removing and replacing the pavement repair area. The contractor repaired 40 areas on the route. During the removal operations, the contractor had to saw cut the existing concrete slabs into smaller pieces to load onto a dump truck for disposal. The contractor then poured a 15-inch concrete pavement repair and sealed the longitudinal and transverse joints with a hot poured rubber sealant. This work was not included in the contract documents. There are no offsetting original line items associated with this work. The extra cost for these concrete repair items noted above were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

37795A: FHWA, 89.88%; State Restricted Trunkline, 8.86%; City of Detroit, 1.13%; Detroit International Bridge Company, 0.13%; unless otherwise noted.

51503A: FHWA, 90.00%; State Restricted Trunkline, 9.46%; City of Detroit, 0.54%; unless otherwise noted.

60103A: FHWA, 90.00%; State Restricted Trunkline, 8.75%; City of Detroit, 1.25%; unless otherwise noted.

78423A: FHWA, 90.00%; State Restricted Trunkline, 8.91%; City of Detroit, 1.09%; unless otherwise noted.

78827A: FHWA, 90.00%; State Restricted Trunkline, 8.79%; City of Detroit, 1.21%; unless otherwise noted.

86954A: FHWA, 90.00%; State Restricted Trunkline, 8.75%; City of Detroit, 1.25%; unless otherwise noted.

86955A: FHWA, 100%; unless otherwise noted.

87519A: FHWA, 90.00%; State Restricted Trunkline, 8.75%; City of Detroit, 1.25%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48216.

182. **Extra 2010-130**

Control Section/Job Number: 63459-100712 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Florence Cement Company
12585 23 Mile Rd
Shelby Township MI 48315-2623

Designed By: AEW
Engineer's Estimate: \$ 4,149,988.46

Description of Project:

0.94 mi of concrete pavement removal, station grading, aggregate base, miscellaneous sewer, drainage structure work, and concrete pavement on Main Street from Maple Road to Lincoln Avenue in the city of Clawson, Oakland County.

Administrative Board Approval Date:	March 18, 2008	
Contract Date:	April 21, 2008	
Original Contract Amount:	\$3,397,776.07	
Total of Overruns/Changes (Approved to Date):	283,558.51	+ 8.35%
Total of Extras/Adjustments (Approved to Date):	205,057.38	+ 6.04%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>6,685.33</u>	<u>+ 0.20%</u>
Revised Total	<u>\$3,893,077.29</u>	+ 14.59%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.39% over the original budget for an **Authorized to Date Amount** of \$3,886,391.96.

Approval of this extra will place the authorized status of the contract 14.59% or \$495,301.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-084	5 r.1	\$96,199.21	07/06/10

Contract Modification Number(s): 6 r.2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6		
Concrete Pavement Repair	1.00 LS @ \$6,685.33/LS	<u>\$6,685.33</u>
Total		<u>\$6,685.33</u>

Reason(s) for Extra(s)/Adjustment(s):

CM6

Prior to road reconstruction on Main Street, Consumer's Energy replaced their gas main along the west side of the road. Due to limited available right-of-way and the location other existing utilities, a portion of the gas main had to be located under the pavement. Subsequent to this work, Main Street was removed and reconstructed as part of this project. During a punchlist walk in late spring, approximately 9 months after the pavement was poured on the southbound lanes, mid-panel cracking was noted in several panels where the gas trench ran under the road. There are no other utilities under the road at this location. After further review of construction records, the documentation indicates the subgrade was stable at the time of roadway construction. Upon removal of the concrete pavement, it appeared that the trench continued to settle after the completion of paving operations.

Since there was minimal punchlist work ongoing at the time, the contractor had to remobilize, set up traffic control, and perform removal and concrete pouring operations for this small quantity of work. The extra cost for Concrete Pavement Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. These items of work are non-participating and 100 percent local funded by the City of Clawson.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

VECP Criticality: These extras are critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 63.38%; City of Clawson, 20.78 %; State Restricted Trunkline, 15.84%., unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48017.

183. **Extra 2010-131**

Control Section/Job Number: 47609-105025 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extras exceed the \$48,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ace Asphalt & Paving Company
115 South Averill Avenue
Flint MI 48506-4001

Designed By: Livingston County Road Commission
Engineer's Estimate: \$ 655,218.20

Description of Project:

0.41 mi of center left turn lane construction including hot mix asphalt widening and resurfacing, concrete curb and gutter, culvert, and sewer work on Old US-23 Highway from Newfound Gap northerly to Covington Drive, Livingston County.

Administrative Board Approval Date:	November 17, 2009	
Contract Date:	December 18, 2009	
Original Contract Amount:	\$527,825.49	
Total of Overruns/Changes (Approved to Date):	0.00	- 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>50,020.95</u>	<u>+ 9.48%</u>
Revised Total	<u>\$577,846.44</u>	+ 9.48%
<u>Offset Information</u>		
Total Offsets This Request	(\$8,503.35)	- 1.61%
Net Revised Request	\$41,517.60	+ 7.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$527,825.49.

Approval of this extra will place the authorized status of the contract 9.48% or \$50,020.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Culv End Sect, 15 inch	2.00 Ea @ \$382.00/Ea	\$764.00
Dr Structure, Tap, 6 inch	4.00 Ea @ \$155.00/Ea	620.00
Driveway Opening, Conc, Det M	135.00 Ft @ \$21.25/Ft	2,868.75
Sewer, CI A, 15 inch, Tr Det A	40.00 Ft @ \$29.00/Ft	1,160.00
Sewer, CI A, 15 inch, Tr Det D	1,092.00 Ft @ \$36.00/Ft	39,312.00
Underdrain, Subgrade, 6 inch	1,092.00 Ft @ \$4.85/Ft	<u>5,296.20</u>
Total		<u>\$50,020.95</u>

CM 1 Offset Information

Excavation Earth	-1,245.00 @ \$6.83	<u>(\$8,503.35)</u>
Total		<u>(\$8,503.35)</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 1

The engineer determined the proposed ditch located at project station 13+00 to 29+20 could not be constructed with the unique topography and utility constraints. The engineer determined a solution to the drainage concern was to collect the water above and below the pavement and discharge it into the local county drain utilizing an enclosed drainage system. The engineer installed a 6-inch subgrade underdrain to collect any water below the pavement; then outlet the ends by tapping them into a drainage structure. The drainage structures are also used to collect the surface runoff water. The engineer then removed the existing 12-inch county clay drain pipe, upsized the pipe to a 15 inch, and installed the pipe using two types of trench backfill specifications appropriate for the surface course. The open ends of the 15 inch sewer pipe were fitted with culvert end sections. This work was consulted and approved with the Livingston County Drain Commission and the MDOT delivery engineer. There are offsetting earthwork costs of \$ -8,503.35 on this contract modification. The extra cost for Underdrain, Subgrade, 6 inch and Dr Structure, Tap, 6 inch and Sewer, CI A, 15 inch, Tr Det A and Sewer, CI A, 15 inch, Tr Det D and Culv End Sect, 15 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

In the drainage plan noted above, an increase in concrete curb and gutter was used to collect the runoff water for the enclosed drainage plan. In a location with a concrete driveway, the engineer had to place a concrete gutter pan across the driveway to maintain the flow direction. The extra cost for Driveway Opening, Conc, Det M was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; Livingston County, 20%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48116.

184. **Extra 2010 -132**

Control Section/Job Number: 41025-79084 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409-0333

Designed By: MDOT
Engineer's Estimate: \$ 2,804,310.84

Description of Project:

0.48 mi of full depth concrete joint repair, concrete surface patch, special and full depth concrete centerline repair and joint replacement, deck patching, pin and hanger replacement, and beam repairs on 11 structures in the cities of Grand Rapids and Walker, Kent County.

Administrative Board Approval Date:	December 2, 2008	
Contract Date:	January 20, 2009	
Original Contract Amount:	\$3,000,011.35	
Total of Overruns/Changes (Approved to Date):	(131,276.47)	- 4.38%
Total of Extras/Adjustments (Approved to Date):	179,689.28	+ 5.99%
Total of Negative Adjustments (Approved to Date):	(26,582.62)	- 0.89%
THIS REQUEST	<u>360,615.69</u>	<u>+ 12.02%</u>
Revised Total	<u>\$3,382,457.23</u>	+ 12.74%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.72% over the original budget for an **Authorized to Date Amount** of \$3,021,841.54.

Approval of this extra will place the authorized status of the contract 12.74% or \$382,445.88 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12 (79084A)

Support, Column, Temporary-Force Account	234,202.06 Dlr @ \$1.00/Dlr	\$234,202.06
Additional Structure Steel		
Repair-Force Account	1.00 Ea @ \$55,983.37/Ea	55,983.37
Traffic Control Adjustment	70,430.26 Dlr @ \$1.00/Dlr	70,430.26
Total		<u>\$360,615.69</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 12

The engineer had to work with the contractor on a method to raise the structure and maintain live traffic while working on some structural elements. The extra work is for the temporary supports needed for the rocker realignment work at B01 of 41025 (I-96 eastbound and westbound over the Grand River). The project plans called for realigning the rocker bearings at Piers 1 and 6 of B01; however, no temporary supports were included in the plans for this work. Because the bridge is approximately 25 feet above the water elevation and each bridge only has four beams per span, the temporary support requirements were complex. After reviewing various options, it was decided to utilize the temporary support assembly as proposed by the contractor. This assembly was able to be installed with minimal disturbance to I-96 traffic and required minimal structural alterations. The engineer created a work plan, outlined in work order number 7F, which included details of the temporary support assembly and installation requirements. This item includes the materials required for one temporary support, which was relocated four times to allow for realignment of all 8 rockers, the engineering costs to develop the temporary support plans, and the labor and equipment to install, remove, and relocate the temporary support four times. The extra cost for Support, Column, Temporary-Force Account was for time, equipment, materials, and costs necessary to complete the work and was determined using the force account process per Section 109.07 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials.

Once structural steel rehabilitation work began on B01 of 41025 (I-96 eastbound and westbound over the Grand River), it was determined that additional structural steel repairs were required and the structural steel repairs as detailed in the plans could not be constructed due to the proximity of the pin and hanger assemblies. Due to the lead time required for shop drawing submittal and approval, and fabrication and delivery of the additional structural steel, it was not possible to install these additional repairs in conjunction with the planned staging. To minimize traffic impacts and improve efficiency, it was decided to perform this work in conjunction with the temporary support work. This item was had an original budget established on contract modification number six, and this amount is the final costs for the work. The extra cost for Additional Structure Steel Repair-Force Account was for time, equipment, materials, and costs necessary to complete the work and was determined using the force account process per Section 109.07 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials.

Due to the extra structural steel repair work and temporary support work as detailed in this contract modification, time extensions (without liquidated damages) were granted. Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 14 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the special provision for minor traffic devices and flag control during an approved extension of time. Therefore, the cost for Traffic Control Adjustment was determined to be a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 30, 2010, meeting, and is now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

102907A: FHWA, 90%; State Restricted Trunkline, 10%, unless otherwise noted.

79084A: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 79084.

185. **Extra 2010 - 133**

Control Section/Job Number: 33171-87294 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Milbocker and Sons, Inc.
1256 29th St
Allegan, MI 49010-9702

Designed By: C2AE
Engineer's Estimate: \$ 2,437,060.00

Description of Project:

1.73 mi of hot mix asphalt paving, prefabricated bridges and boardwalks from Mount Hope Road and Aurelius Road to Scott Woods Park and from Cavanaugh Road and Sycamore Creek to Jolly Road and Aurelius Road in the city of Lansing, Ingham County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 10, 2007	
Original Contract Amount:	\$2,271,045.11	
Total of Overruns/Changes (Approved to Date):	33,378.99	+ 1.47%
Total of Extras/Adjustments (Approved to Date):	125,743.51	+ 5.54%
Total of Negative Adjustments (Approved to Date):	(536.75)	- 0.02%
THIS REQUEST	<u>48,622.35</u>	+ 2.14%
Revised Total	<u>\$2,478,253.21</u>	+ 9.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.99% over the original budget for an **Authorized to Date Amount** of \$2,429,630.86.

Approval of this extra will place the authorized status of the contract 9.13% or \$207,208.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Culv End Sect, Conc, 18 inch	1.00 Ea @ \$700.00/Ea	\$700.00
Embankment, CIP	6,475.00 Cyd @ \$6.81/Cyd	44,094.75
Sewer, CI B, 18 inch, Tr Det A	56.00 Ft @ \$68.35/Ft	<u>3,827.60</u>
Total		<u>\$48,622.35</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 6

An existing 18-inch diameter concrete storm sewer and headwall was found in the area northwest of the Aurelius Road and Mt. Hope intersection, near project location 1+18. To maintain drainage on the project, the headwall on the end of the pipe was removed and the existing sewer was extended. The pipe extension placed a new 18-inch diameter class b sewer using a trench backfill detail appropriate for the surface layer. The end of the pipe was fitted with a concrete end section to match the surrounding slope area. The extra cost for Sewer, CI B, 18 inch, Tr Det A and Culv End Sect, Conc, 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

The contractor encountered a delay due to obtaining the required soil erosion and sedimentation control permit for the project. The contractor filed a claim, for increased costs on the project because they could not utilize embankment from another concurrent project at no cost to them. As such, they had to pay to import embankment material. The delay occurred from August 2007, to June 1, 2008. The extra cost for Embankment, CIP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. These items of work are non-participating and 100 percent local funded by The City of Lansing.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: 87294A: FHWA, 65.42 %; City of Lansing, 34.48%, unless otherwise noted. 89101A: FHWA, 47.77 %; City of Lansing, 52.23%, unless otherwise noted

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48910.

OVERRUNS

186. **Overrun 2010 - 030**

Control Section/Job Number: 47082-105678 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Barrett Paving Materials Inc.
5800 Cherry Hill Road
Ypsilanti MI 48198-9631

Designed By: MDOT
Engineer's Estimate: \$ 34,178.06

Description of Project:

Hot mix asphalt widening for a carpool parking lot at the northeast quadrant of Old US-23 and M-59, Livingston County.

Administrative Board Approval Date:	September 14, 2009	
Contract Date:	September 29, 2009	
Original Contract Amount:	\$45,537.00	
Total of Overruns/Changes (Approved to Date):	4,553.70	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,330.70</u>	+ <u>18.29%</u>
Revised Total	<u>\$58,421.40</u>	+ 28.29%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$50,090.70.

Approval of this overrun will place the authorized status of the contract 28.29% or \$12,884.40 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Trenching	6.01 Sta @ \$500.00/Sta	\$3,005.00
HMA, LVSP	21.95 Ton @ \$135.00/Ton	2,963.25
Shoulder, CI II	78.7483 Ton @ \$30.00/Ton	<u>2,362.45</u>
Total		<u>\$8,330.70</u>

Reason(s) for Overrun(s):

This increase was a result of design plan revision one, which used the above items to excavate (Trenching) and place a gravel shoulder (Shoulder, CI II) to avoid long term maintenance costs adjacent to the edges of the paved lot. Additionally, the item of hot mix asphalt (HMA, LVSP) was increased to widen the entrance and exit approaches for the lot to provide safer turning movements by the motorist.

This Overrun was recommended for approval by the State Transportation Commission at its September 30, 2010, meeting and is now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48353.

187. **Overrun 2010 - 031**

Control Section/Job Number: 44609-105024 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Novak Construction
3620 Van Dyke Rd
Almont MI 48003-8041

Designed By: Rowe Professional Services Company
Engineer's Estimate: \$ 206,406.00

Description of Project:

0.17 mi of hot mix asphalt resurfacing, concrete box culvert replacement, and guardrail installation on Blacks Corners Road from Fourth Street northerly to Attica Road in the city of Imlay City, Lapeer County.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	June 25, 2009	
Original Contract Amount:	\$162,958.00	
Total of Overruns/Changes (Approved to Date):	16,295.80	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	33,330.10	+ 20.45%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>7,316.82</u>	<u>+ 4.49%</u>
Revised Total	<u>\$219,900.72</u>	+ 34.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 30.45% over the original budget for an **Authorized to Date Amount** of \$212,583.90.

Approval of this overrun will place the authorized status of the contract 34.94% or \$56,942.72 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Box Culvert Wingwall	1.0631822 Ea @ \$6,882.00/Ea	<u>\$7,316.82</u>
Total		<u>\$7,316.82</u>

Reason(s) for Overrun(s):

The overrun on the project is a result of the plans having a discrepancy in the box culvert wingwall plan detail. The contract plans were intended to have the wingwalls on each of the box culvert four corners to be paid as a combined single pay item of work. However, the contractor filed a claim on the subject matter. The Bay Region Delivery staff carefully reviewed the contract documents and a determination was made in which each of the four concrete precast wingwalls are paid independently of each other.

This Overrun was recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; City of Imlay City, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48444.

188. **Overrun 2010 -032**

Control Section/Job Number: 82053-105831 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Florence Cement Company
12585 23 Mile Rd
Shelby Township MI 48315-2623

Designed By: MDOT
Engineer's Estimate: \$ 897,176.29

Description of Project:

0.92 mi of concrete patching and hot mix asphalt overlay, joint repairs, drainage structure adjustments, and pavement markings on US-24 southbound (Telegraph Road) from Joy Road to Plymouth Road, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	July 13, 2009	
Original Contract Amount:	\$752,816.12	
Total of Overruns/Changes (Approved to Date):	75,281.61	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	38,423.05	+ 5.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>44,881.12</u>	+ 5.96%
Revised Total	<u>\$911,401.90</u>	+ 21.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.10% over the original budget for an **Authorized to Date Amount** of \$866,520.78.

Approval of this overrun will place the authorized status of the contract 21.06% or \$158,585.78 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 5E10	735.756 Ton @ \$61.00/Ton	<u>\$44,881.12</u>
Total		<u>\$44,881.12</u>

Reason(s) for Overrun(s):

The cross slope of the existing concrete pavement on Telegraph Road was approximately 1 percent. The plans called for modifying the cross slope to a uniform 2 percent, which is in accordance with current MDOT design guidelines. The cross slope correction required wedging with HMA, 5E10 in the middle two lanes, as shown in the proposal. An error was noticed in the design calculations that resulted in only a small amount of wedging being included in the plan quantity for the HMA, 5E10 item of work; whereas, a total of approximately 1,050 tons were needed to wedge the center two lanes to the proposed cross slope of 2 percent.

This Overrun was recommended for approval by the State Transportation Commission at its September 30, 2010, meeting and is now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48239.

189. **Overrun 2010 -033**

Control Section/Job Number: 50400-107378 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Florence Cement Company
12585 23 Mile Rd
Shelby Township MI 48315-2623

Designed By: City of Sterling Heights
Engineer's Estimate: \$ 235,967.15

Description of Project:

0.30 mi of widening for concrete right turn lanes, concrete curb, gutter, and pavement repairs, and earthwork on 15 Mile Road at Ryan Road in the city of Sterling Heights, Macomb County.

Administrative Board Approval Date:	August 18, 2009	
Contract Date:	August 26, 2009	
Original Contract Amount:	\$203,397.01	
Total of Overruns/Changes (Approved to Date):	20,339.70	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	11,323.52	+ 5.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>26,382.26</u>	+ <u>12.97%</u>
Revised Total	<u>\$261,442.49</u>	+ 28.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.57% over the original budget for an **Authorized to Date Amount** of \$235,060.23.

Approval of this overrun will place the authorized status of the contract 28.54% or \$58,045.48 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Dr Structure, 48 inch dia, Over Ex Sewer, Special	1.00 Ea @ 1,765.00/Ea	\$ 1,765.00
Dr Structure Cover	2,825.00 Lb @ \$1.50/Lb	4,237.50
Curb and Gutter, Rem	82.509 Ft @ \$8.25/Ft	680.70
Pavt Repr, Nonreinf Conc, 9 inch	155.90 Syd @ \$39.25/Syd	6,119.08
Pavt Rer, Rem	164.90 Syd @ \$11.25	1,855.13
Sidewalk Ramp, ADA	415.00 Sft @ \$10.00/Sft	4,150.00
Topsoil Surface, Furn, 4 inch	814.50 Syd @ \$9.30/Syd	7,574.85
Total		<u>\$26,382.26</u>

Reason(s) for Overrun(s):

This small project is in overrun status because of multiple small project quantities that were increased due to various reasons during the course of construction.

In the operation stages of constructing the drainage features, the engineer determined another drainage structure was necessary to properly manage the surface runoff water from the curb and gutter. An increase in the removal and replacement of the curb and gutter item was a result of adjusting the removal limits due to the poor condition. In addition, upon excavation to install the turn lane in the southwest portion of the intersection, a large storm chamber was discovered. This chamber conflicted with the grade of the turn lane and protruded into the existing southerly lane of Fifteen Mile Road. An increase in the pay item was necessary for this work.

After further review of the site, the City of Sterling Heights determined larger concrete pavement repairs were necessary within the intersection of the project. This work provided a smooth and safe roadway to the motorist. These increased repairs were 100% non-participating costs funded by the City of Sterling Heights.

The concrete sidewalk work was increased because of the engineer making a site determination that required the ramps to comply with the American Disability Act standards. This did have a minor impact on the amount of additional slope restoration work to provide a smooth transition between the existing walk and back of curb.

This Overrun was recommended for approval by the State Transportation Commission at its September 30, 2010, meeting and is now recommended for approval by the State Administrative Board on October 19, 2010.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 71.98%; City of Sterling Heights, 28.02%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

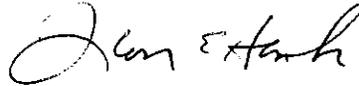
New Project Identification: This is an existing project already under contract.

Zip Codes: 48310.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,



 Kirk T. Steudle
Director

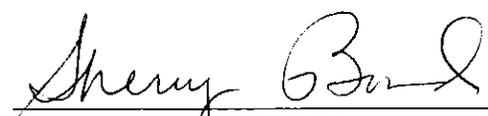
Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of October 13, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of October 13, 2010, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. MacDowell moved to adjourn the meeting. The motion was supported by Ms. Carey and unanimously approved. Mr. Liedel adjourned the meeting.



SECRETARY

CHAIRPERSON